



Illinois Division

2008

This Book Is Intended For GENERAL REFERENCE ONLY

This book is prepared and published by the office of Engineering Design and Construction-Atlanta and is based on information contained in two data sources: (1) the Engineering D&C data file, and (2) the Corporate Track Database (CTRK).

Engineering D&C Database:

Engineering D&C maintains a departmental database, which is used to generate the track layout section or center portion of the track chart diagram. Questions or information concerning changes, corrections, additions, or deletions to this section should be directed to the Engineering D&C office as follows:

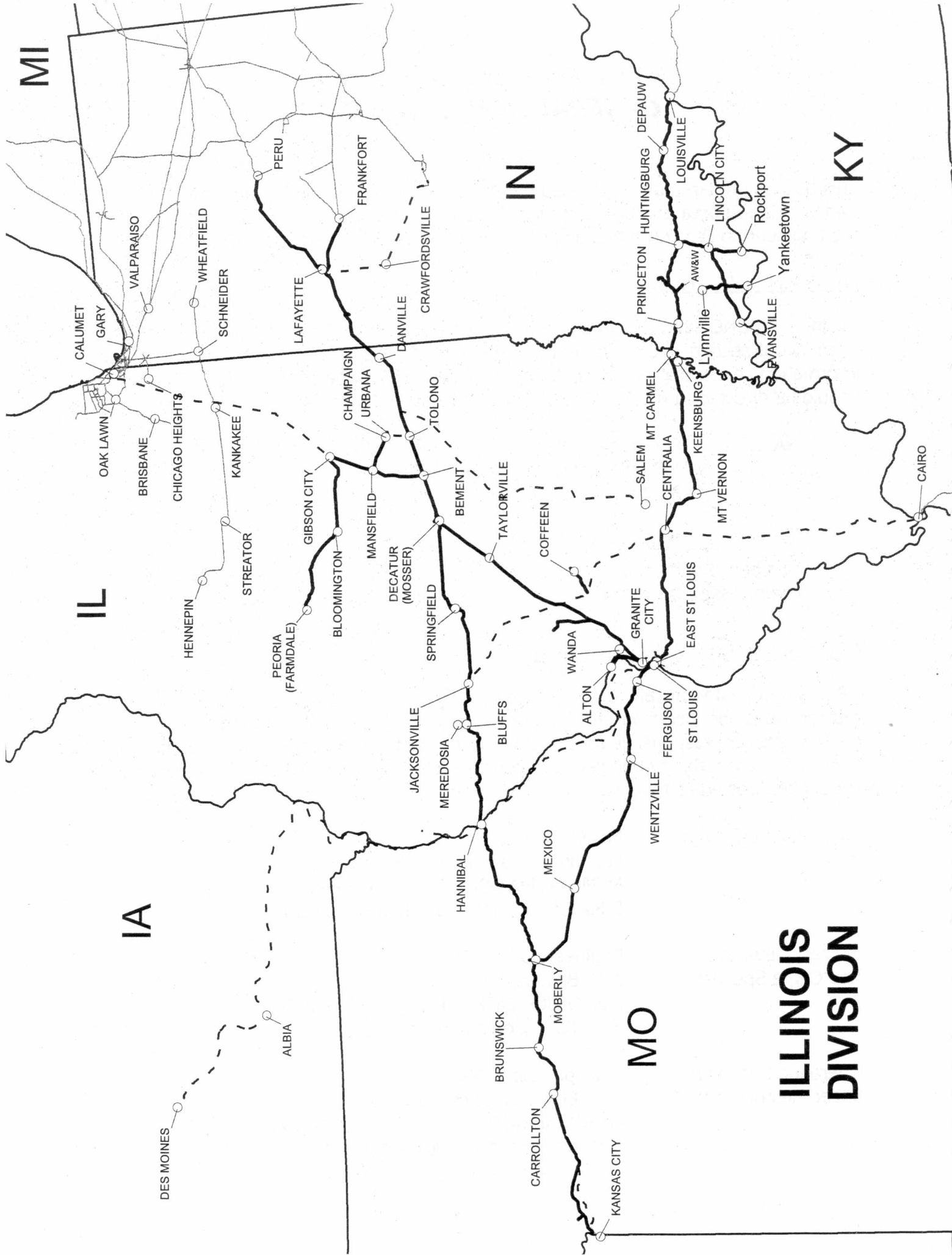
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NS Corporate Track Database (CTRK):

Information related to rail, T&S, surfacing, curves, elevation, speeds, and, speed restrictions is obtained from the Corporate Track Database (CTRK). Various departments are responsible for maintaining their data in this database. Questions or information concerning changes, corrections, additions, or deletions to these records should be directed as follows:

Rail, T&S, Surfacing:	MW&S Dept. Leonard H. Patrick, Mgr. Prog. & Sched. MEMO: LHPATRIC PH. (404) 529-1456 E-MAIL: leonard.patrick@nscorp.com
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Operating Speeds & Speed Restrictions:	Transportation Dept. K. L. Ricks, Systems Mgr. Trans. MEMO: KLRICKS PH. (404) 529-2298 E-MAIL: kevin.ricks@nscorp.com



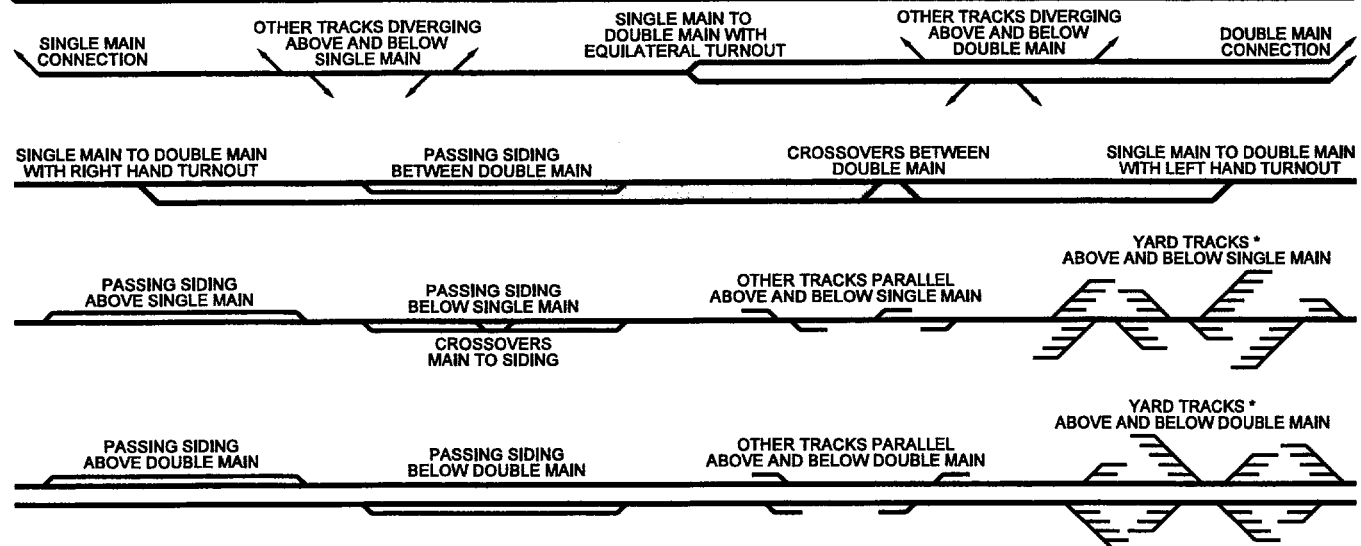
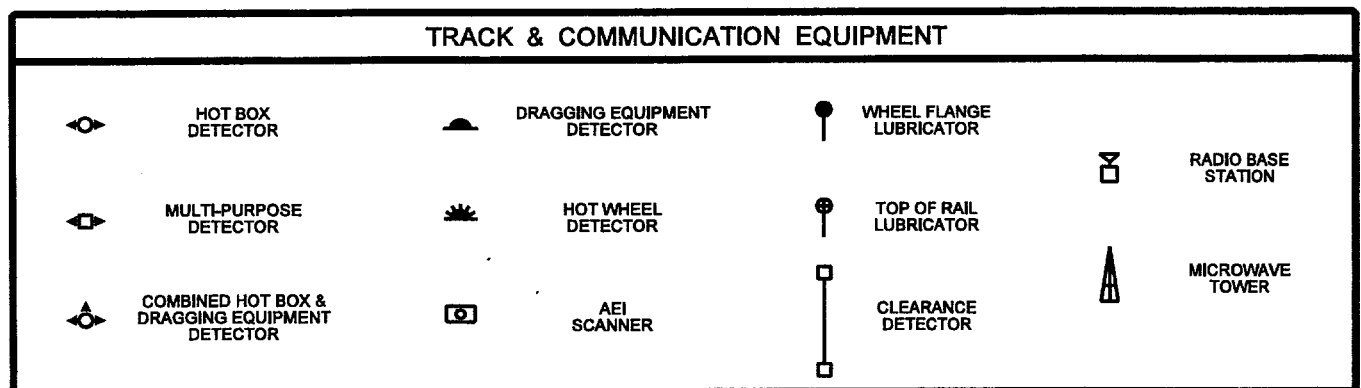
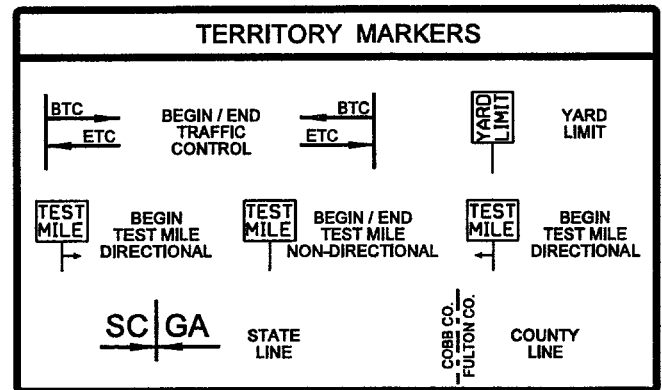
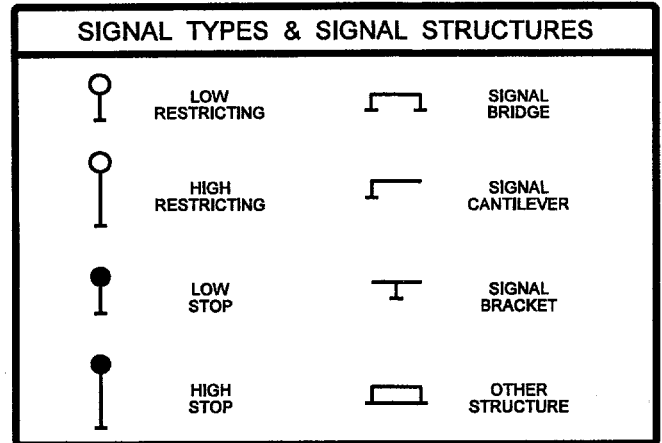
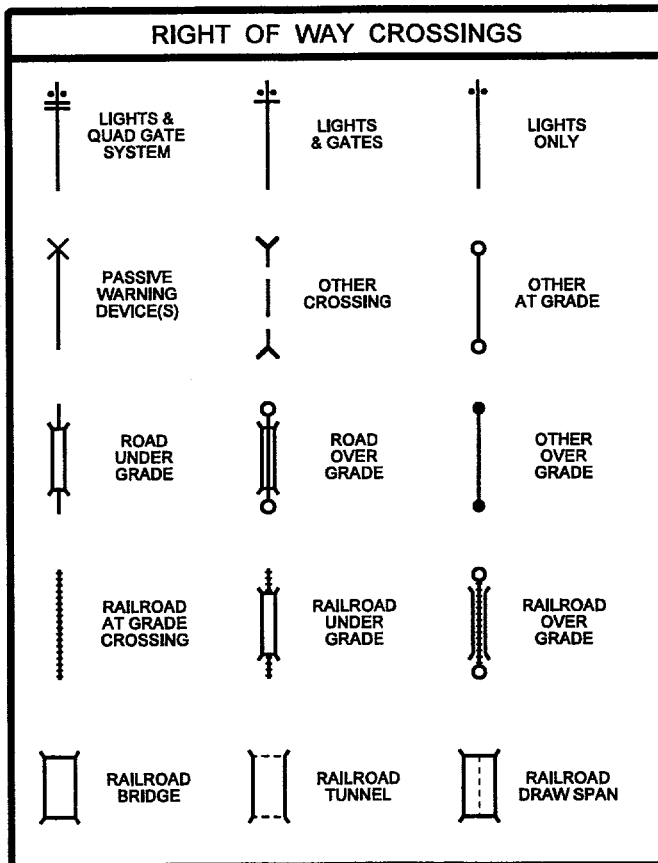
ILLINOIS DIVISION

ILLINOIS DIVISION

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TRACK CHART SYMBOL LEGEND



*YARD TRACK SYMBOLS MAY BE USED TO INDICATE MULTIPLE TRACKS TOO COMPLEX TO SHOW IN DETAIL

02/22/2008

LAFAYETTE

001

PERU-DECATUR

ILLINOIS

D205

5322'

MAINTENANCE

T&S-08/01
S-08/03

RAIL

69NW132S
69NW132STRAFFIC
DENSITY MGT24.1(50.7)
26.6

V-3A-IN

WEST PERU
09068S
E → W
NBTC
ETCTRACK
LAYOUTYARD
LIMIT
BEGIN LAKE DIVISION

LINE SEGMENT

7930

CURVATURE

0.6R
0.4R
1.2R
0.4R
0.50
0.50
0.50
0.50

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00
+0.10
+0.07

ILLINOIS

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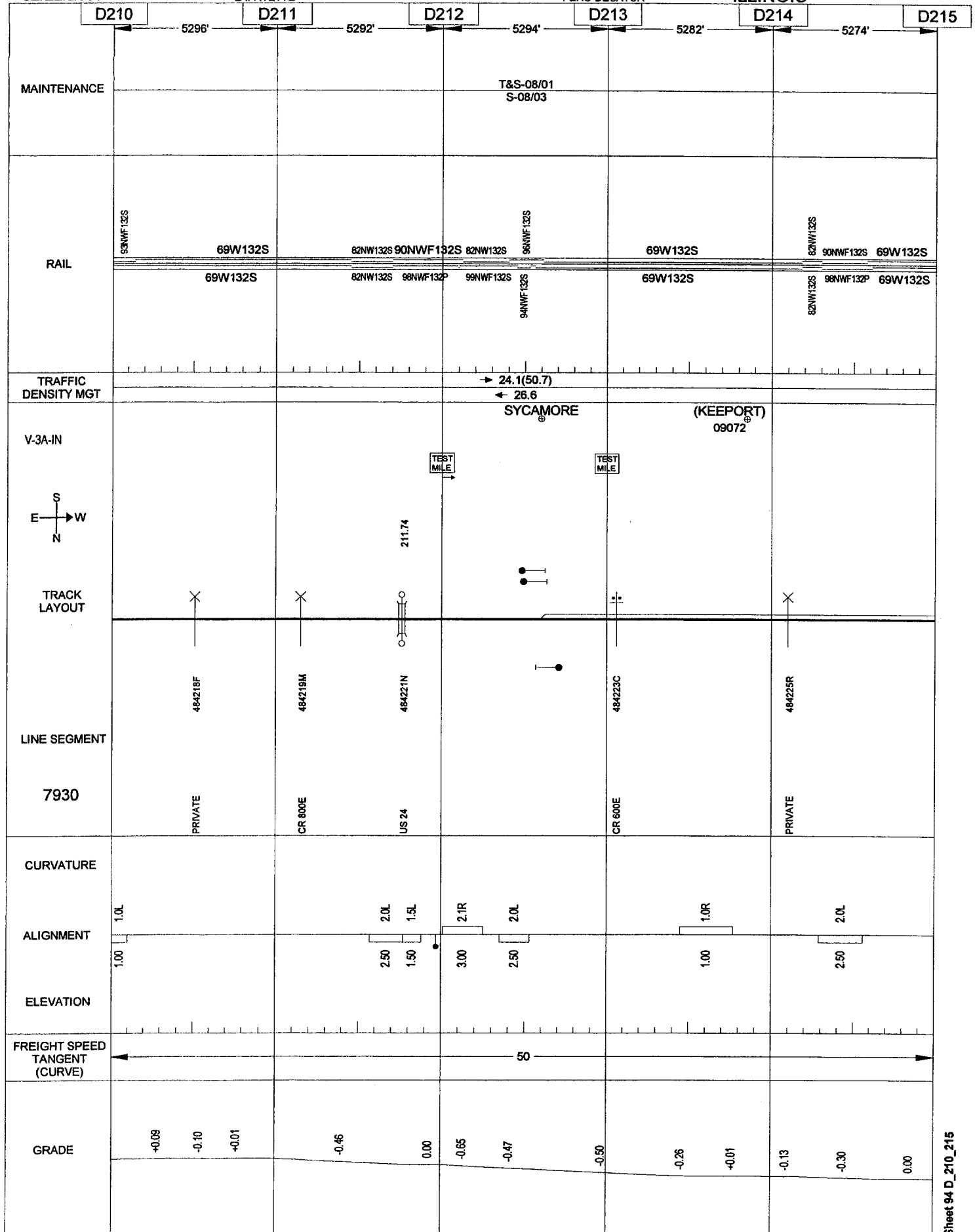
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003

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PERU-DECATUR

ILLINOIS



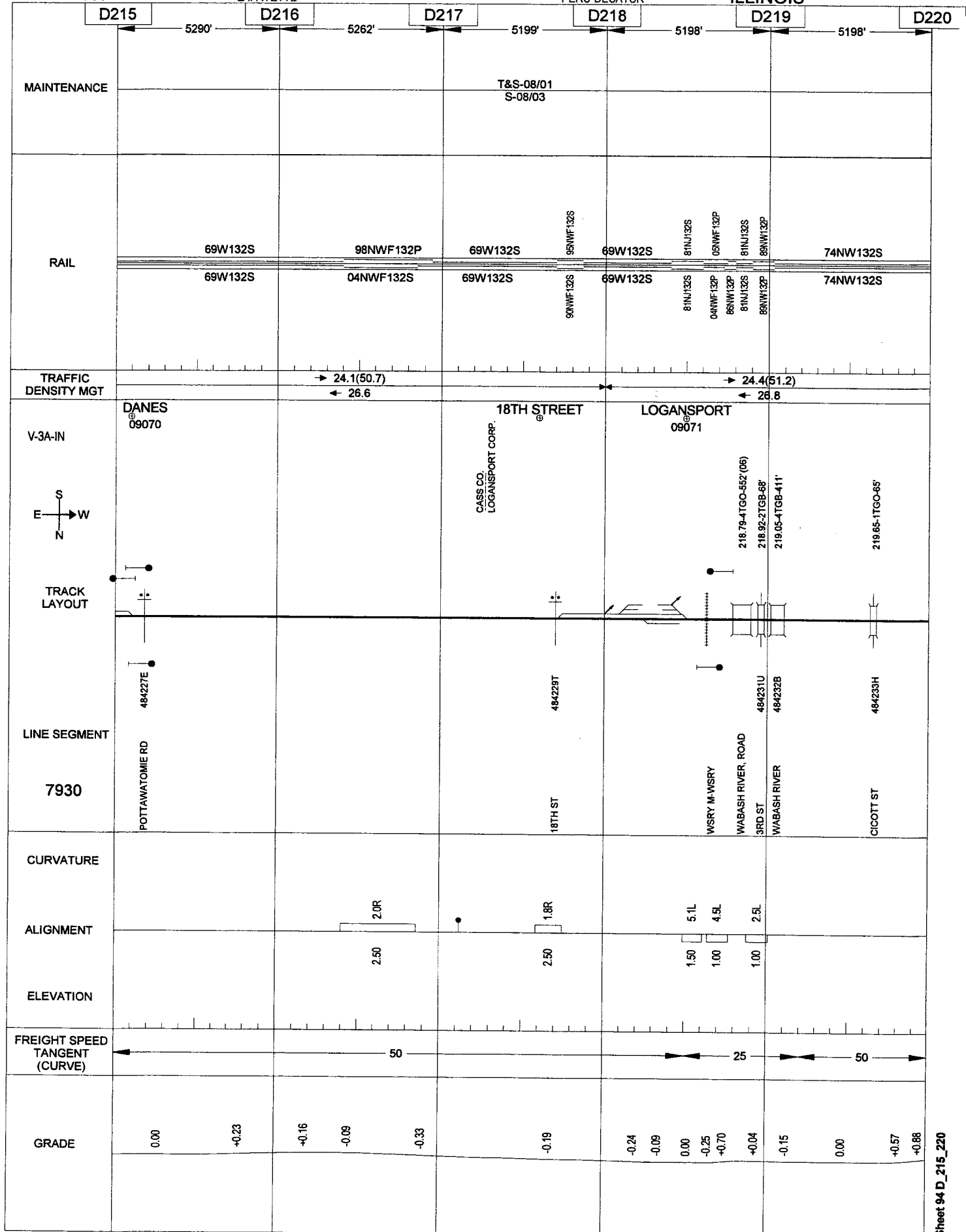
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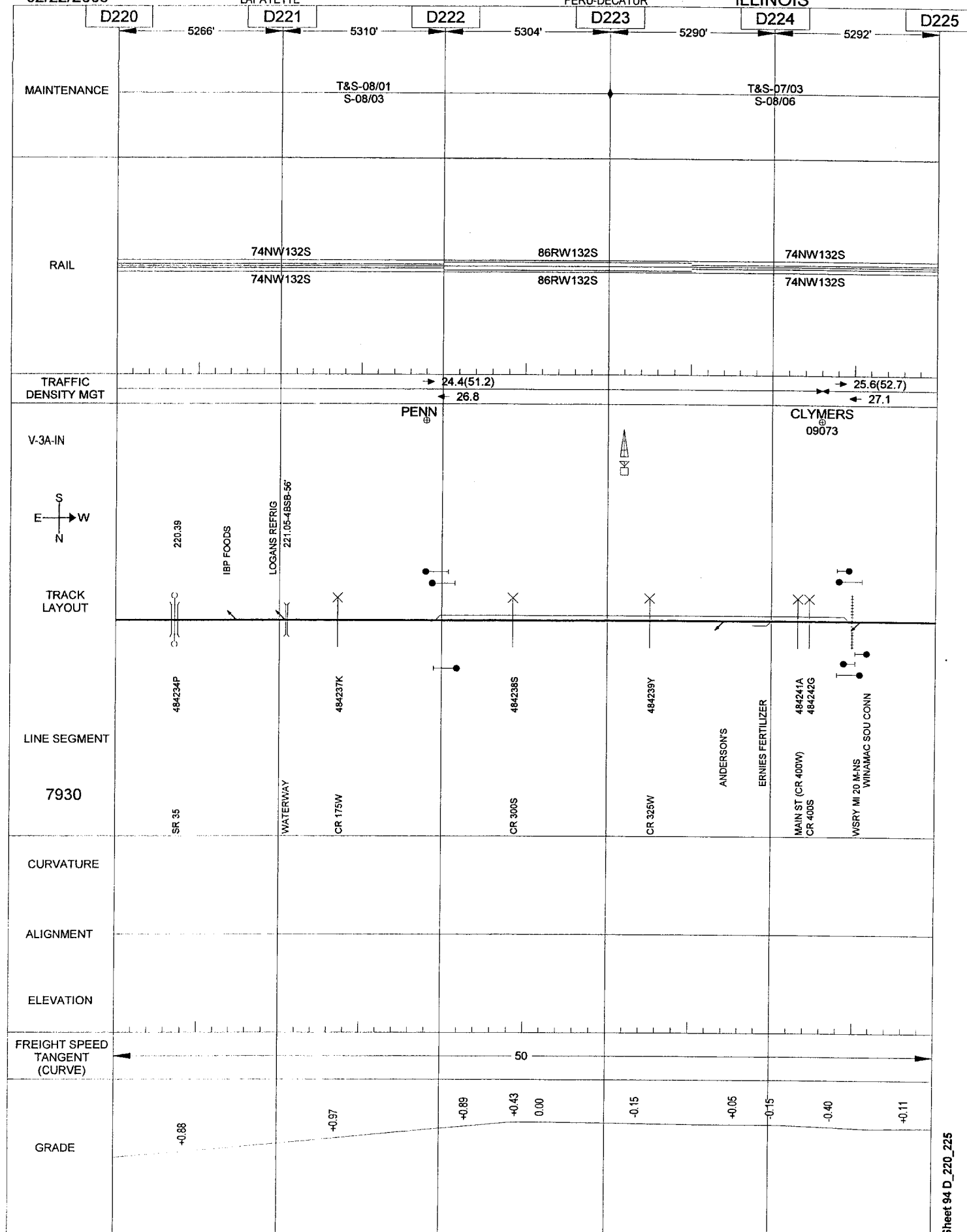
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LAFAYETTE

PERU-DECATUR

ILLINOIS



02/22/2008

006

LAFAYETTE

PERU-DECATUR

ILLINOIS

D225

D226

D227

D228

D229

D230

5296'

5294'

5290'

5280'

5294'

MAINTENANCE

T&S-07/03
S-08/06

RAIL

74NW132S

74NW132S

TRAFFIC
DENSITY MGT

→ 25.6(52.7)

← 27.1

(BURROWS)
09075

V-3A-IN

S
E → W
NCASS CO
CARROLL COTEST
MILETEST
MILETRACK
LAYOUT

LINE SEGMENT

484243N

484244V

484245C

484246J

484247R

484248X

7930

CR 500W

CR 1000N

CR 150E

WASHINGTON-CR 100E

MADISON ST

MERIDIAN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.11

-0.14

-0.08

-0.22

0.00

+0.14

0.00

-0.24

-0.46

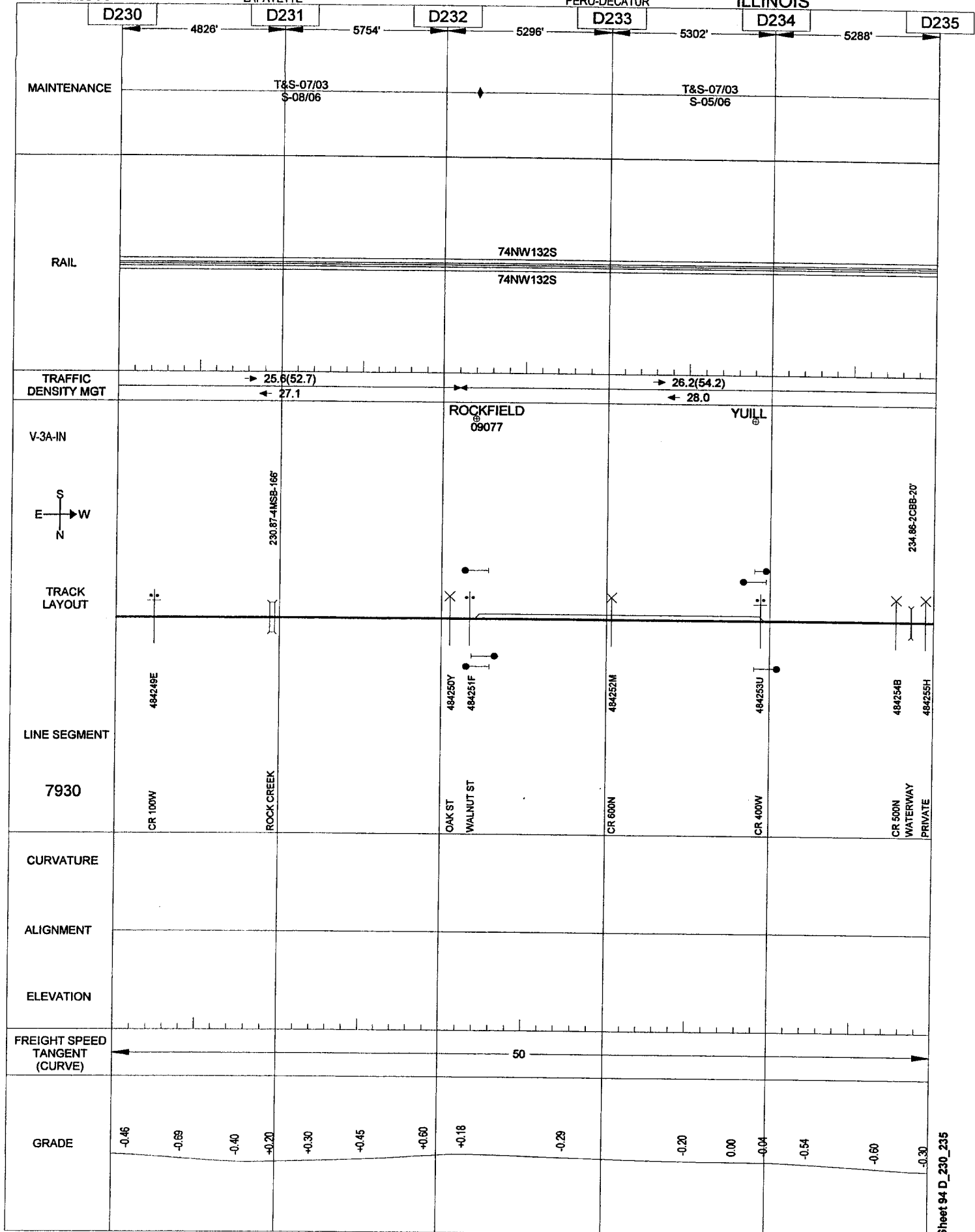
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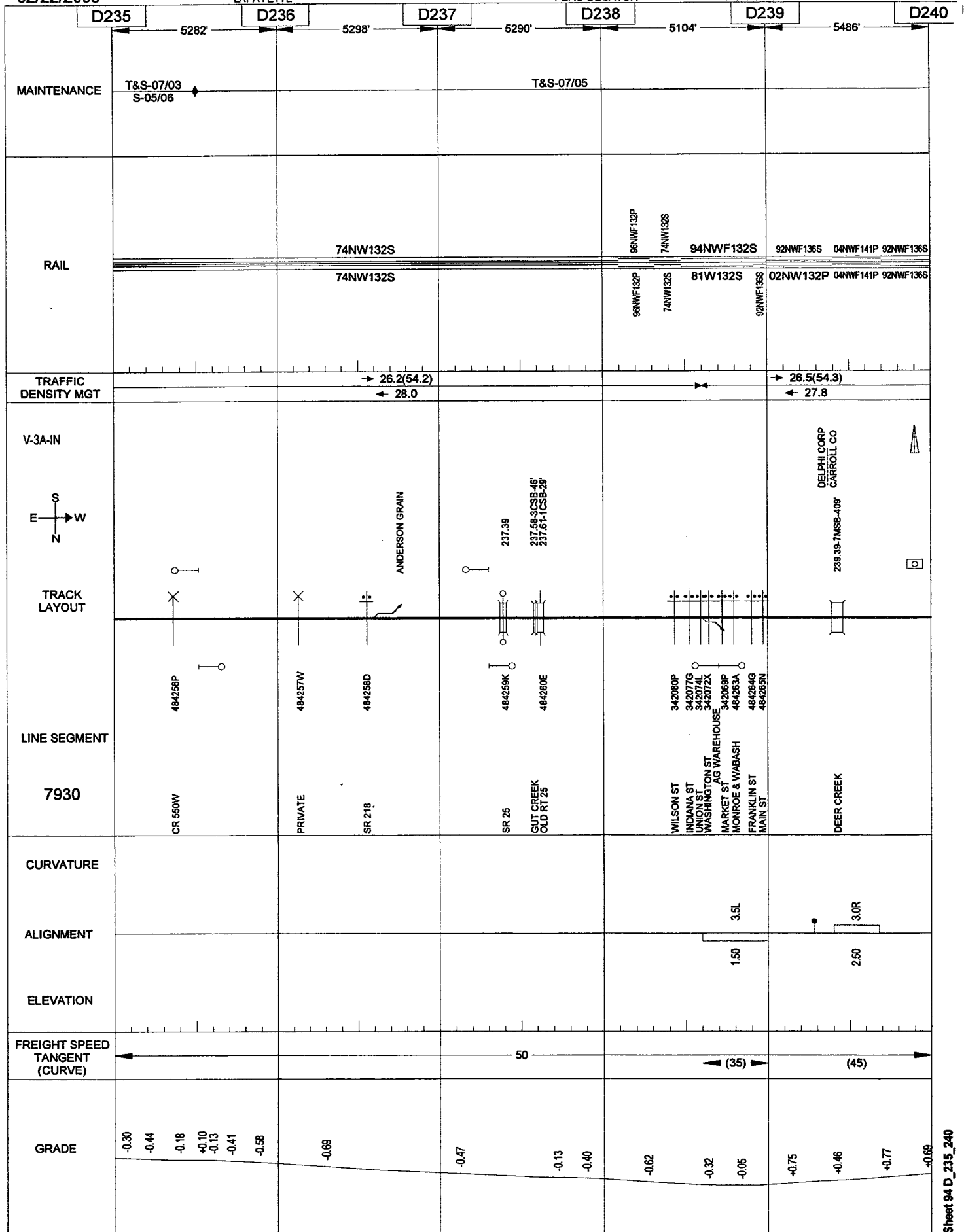
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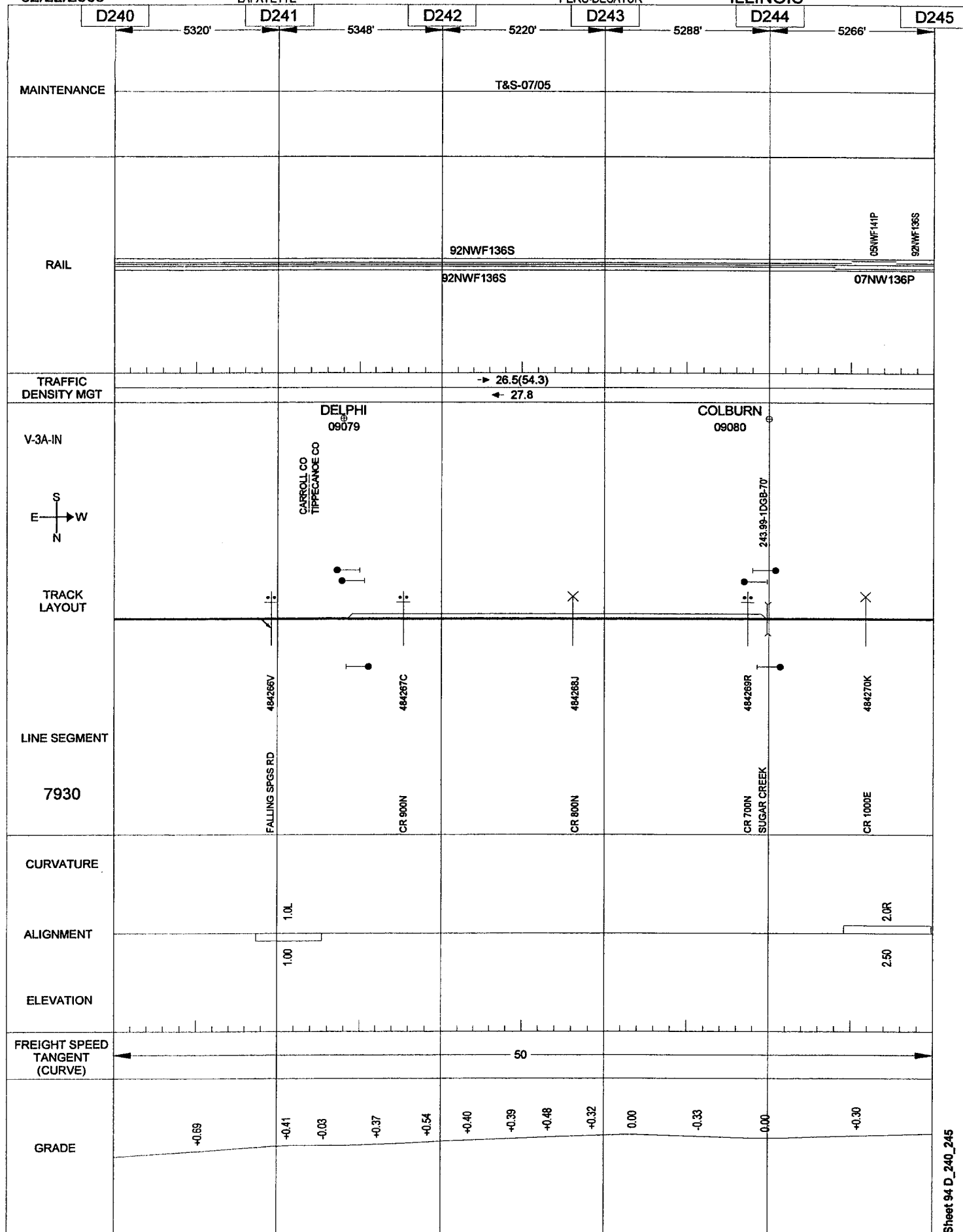
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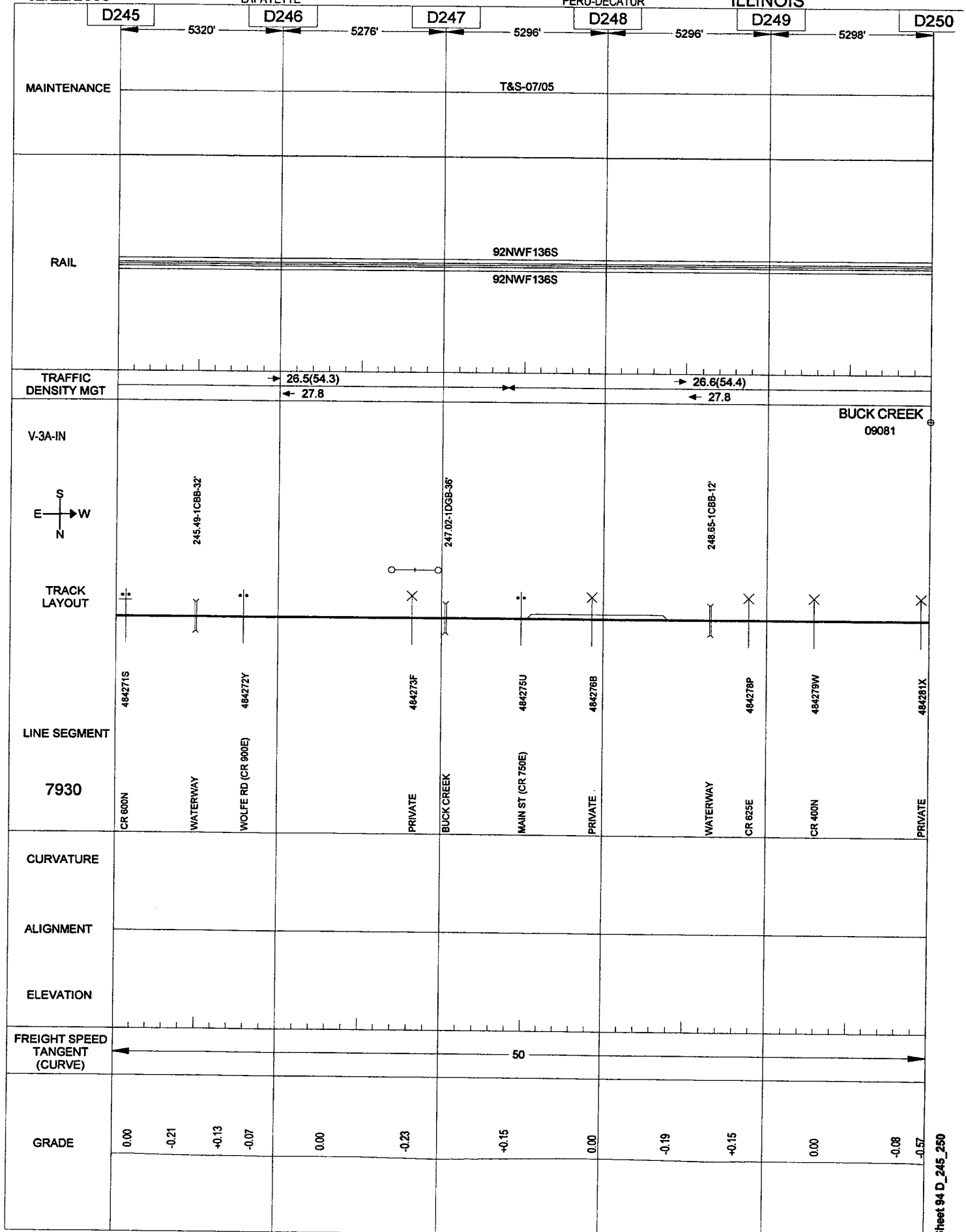
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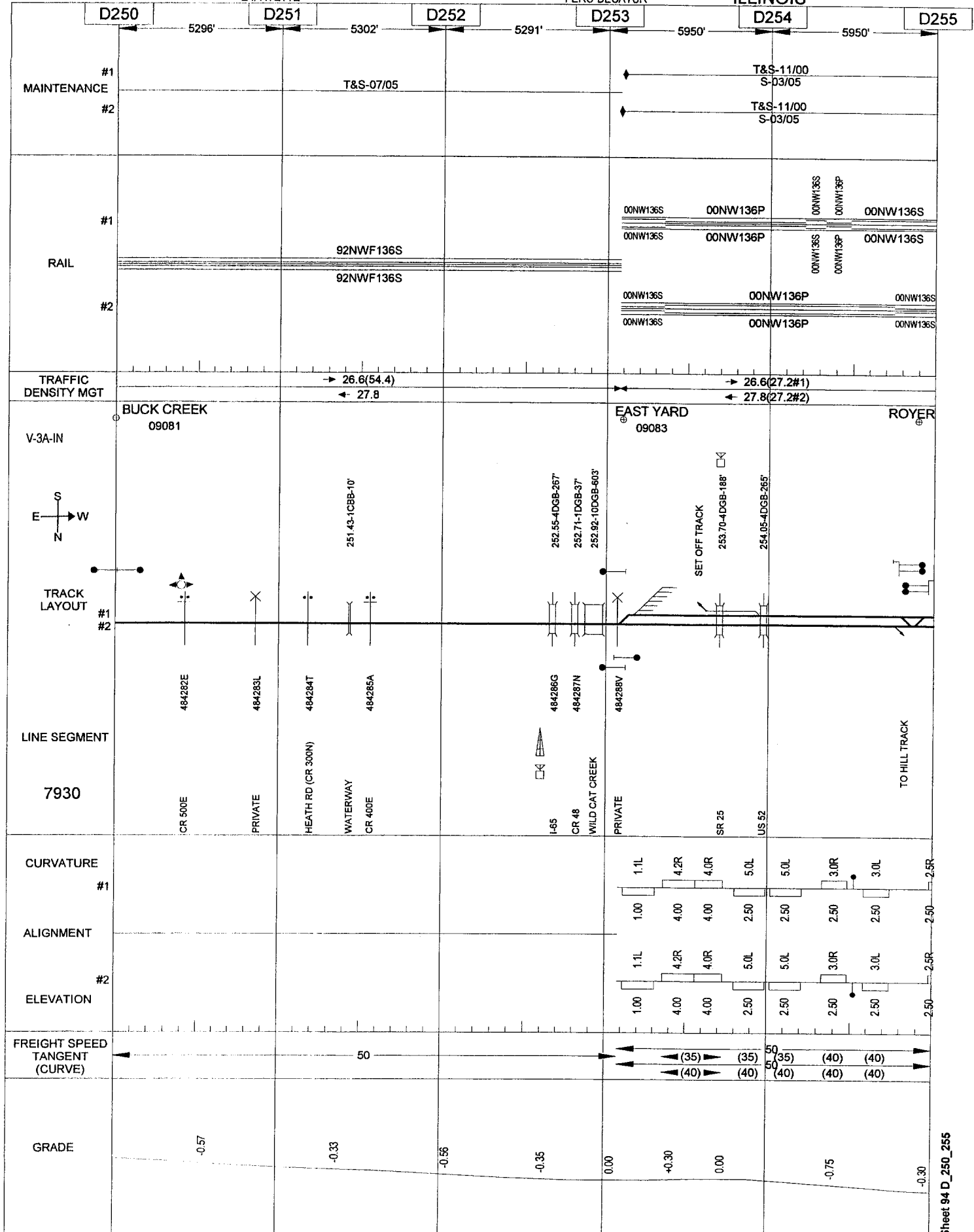
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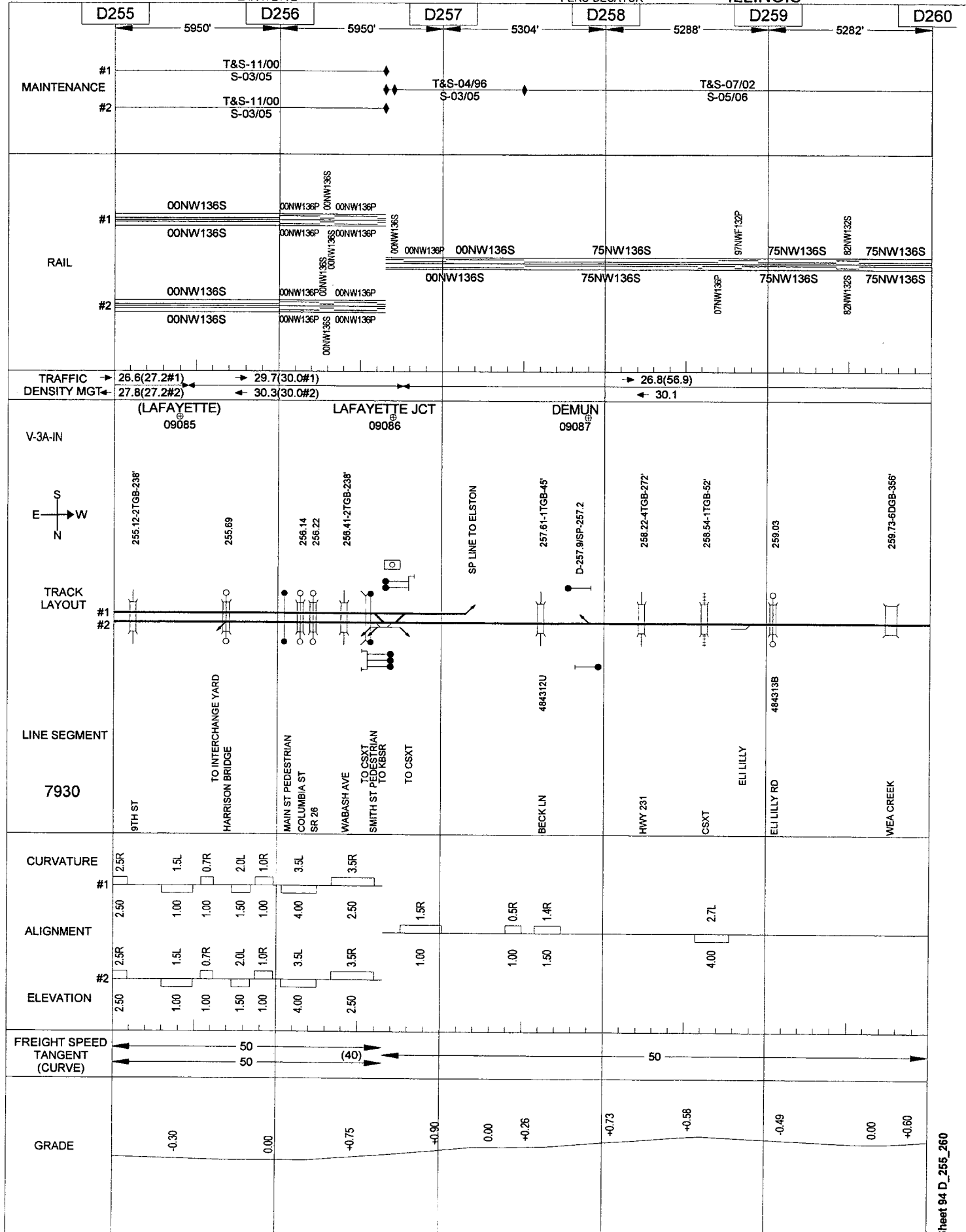
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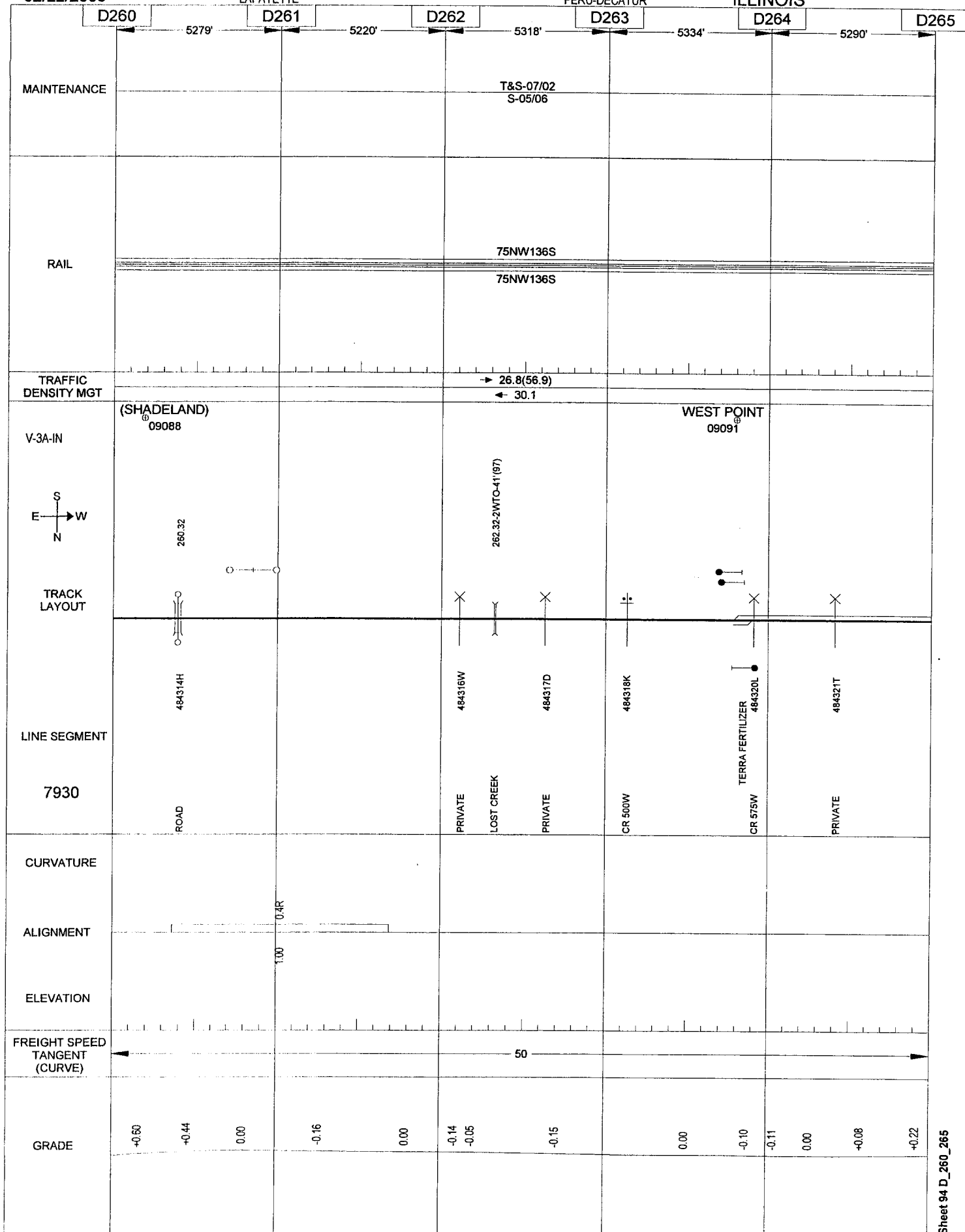
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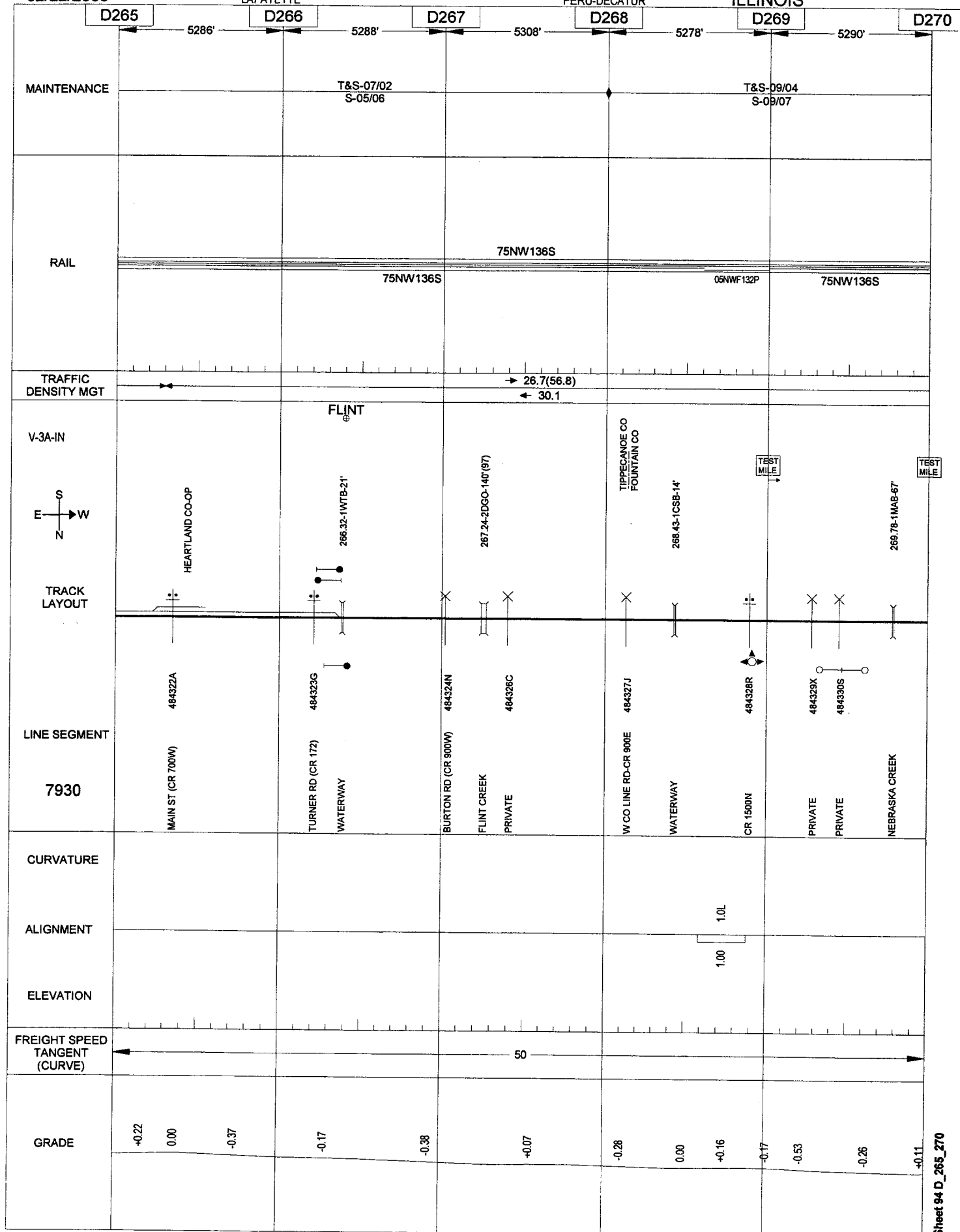
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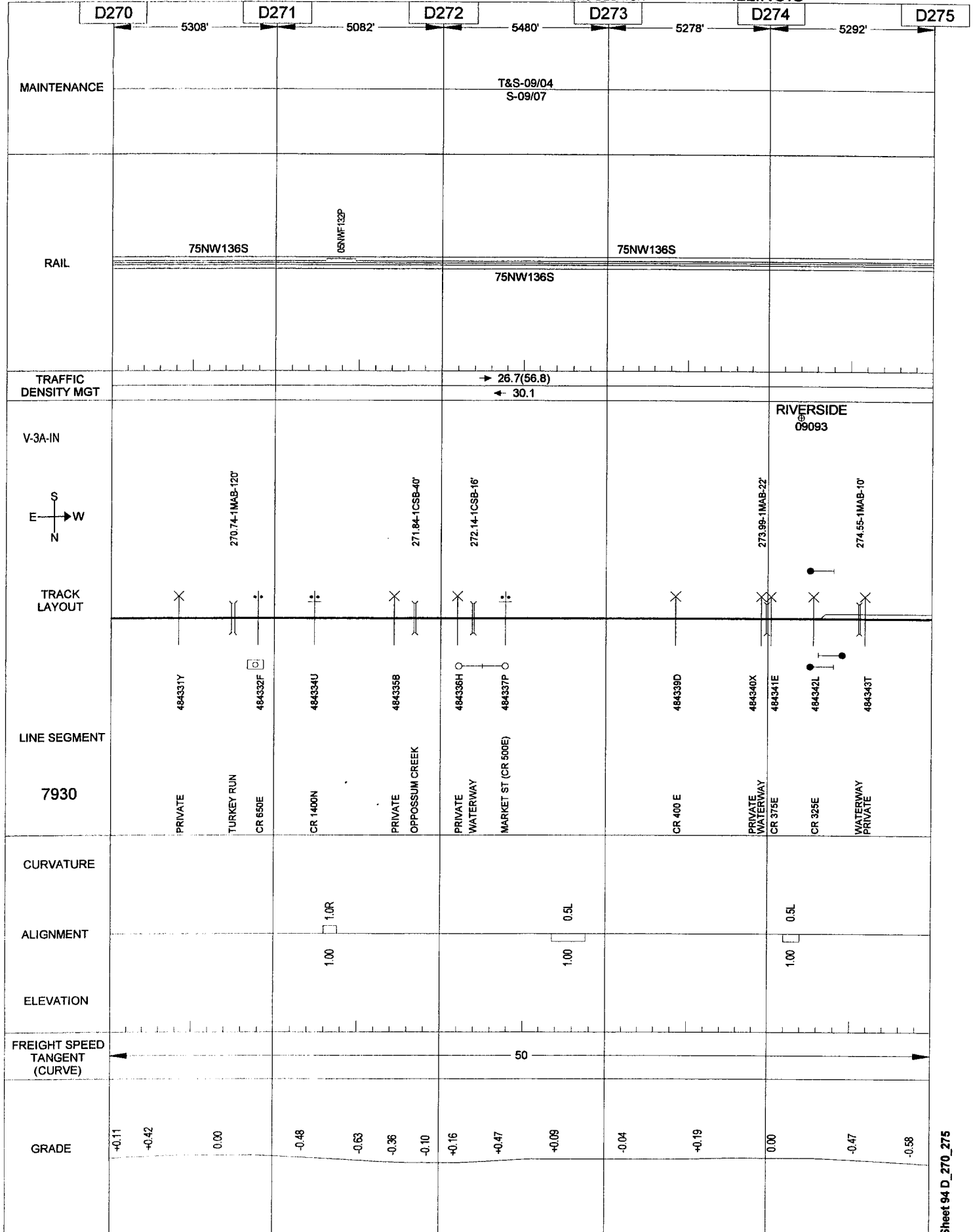
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015

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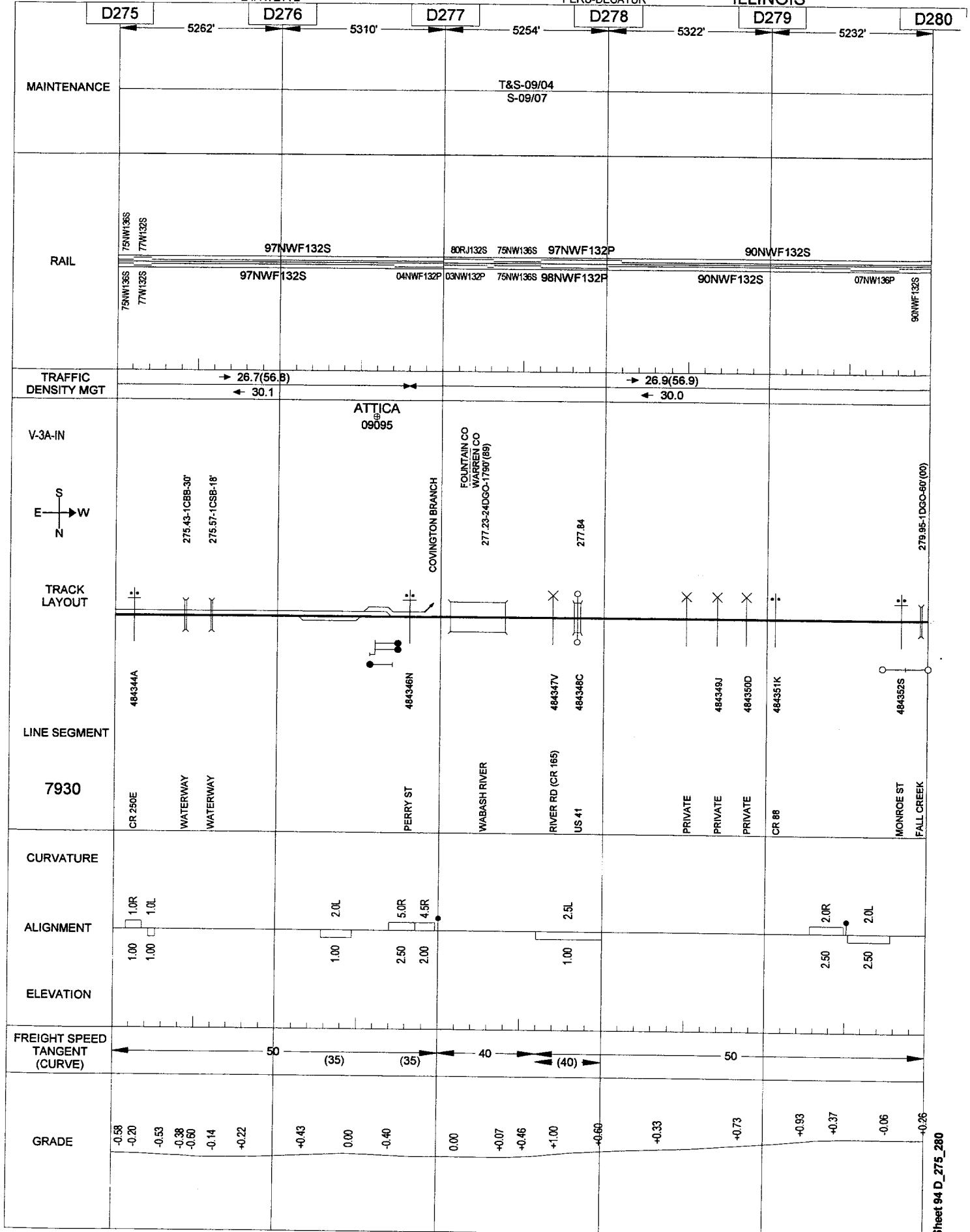
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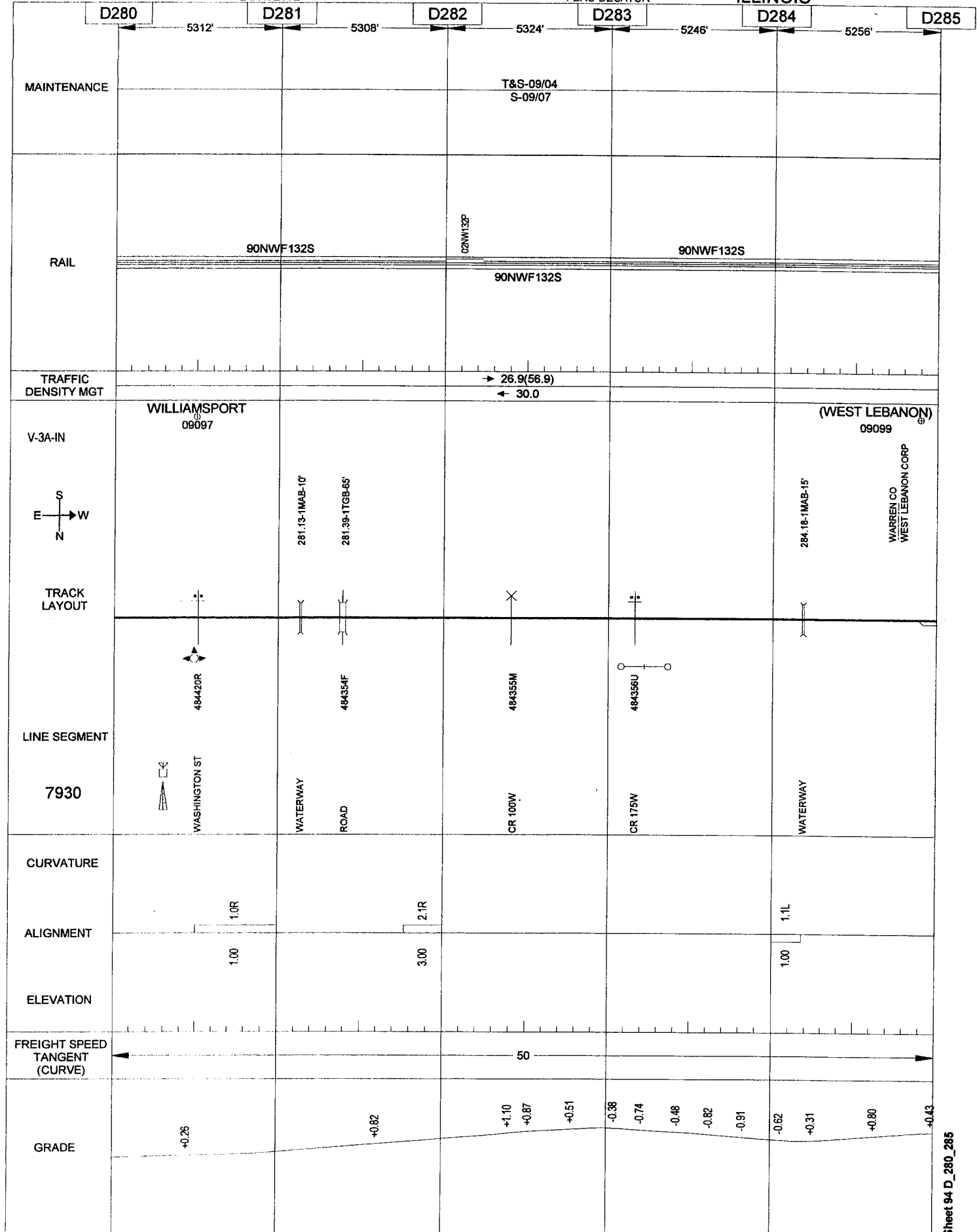
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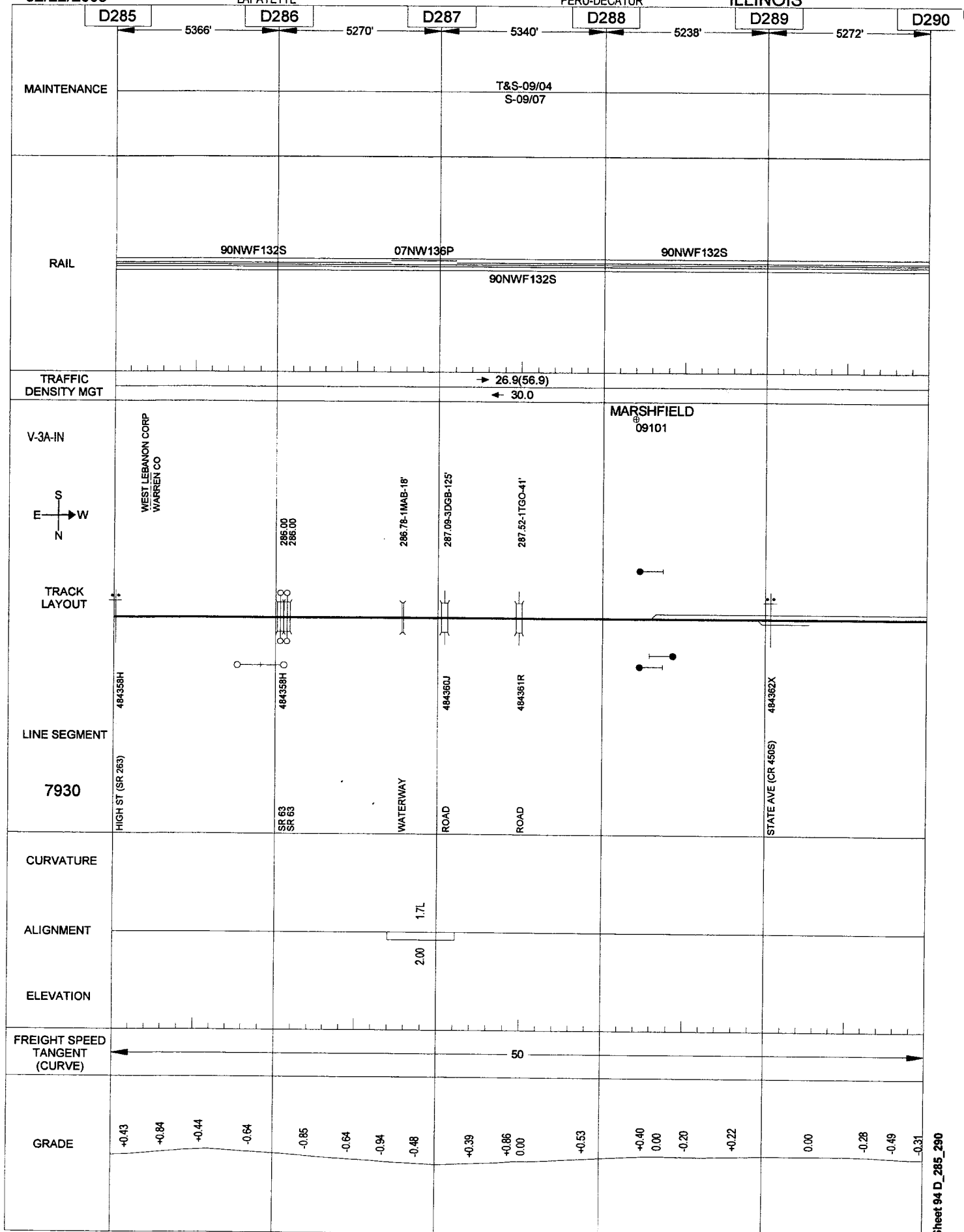
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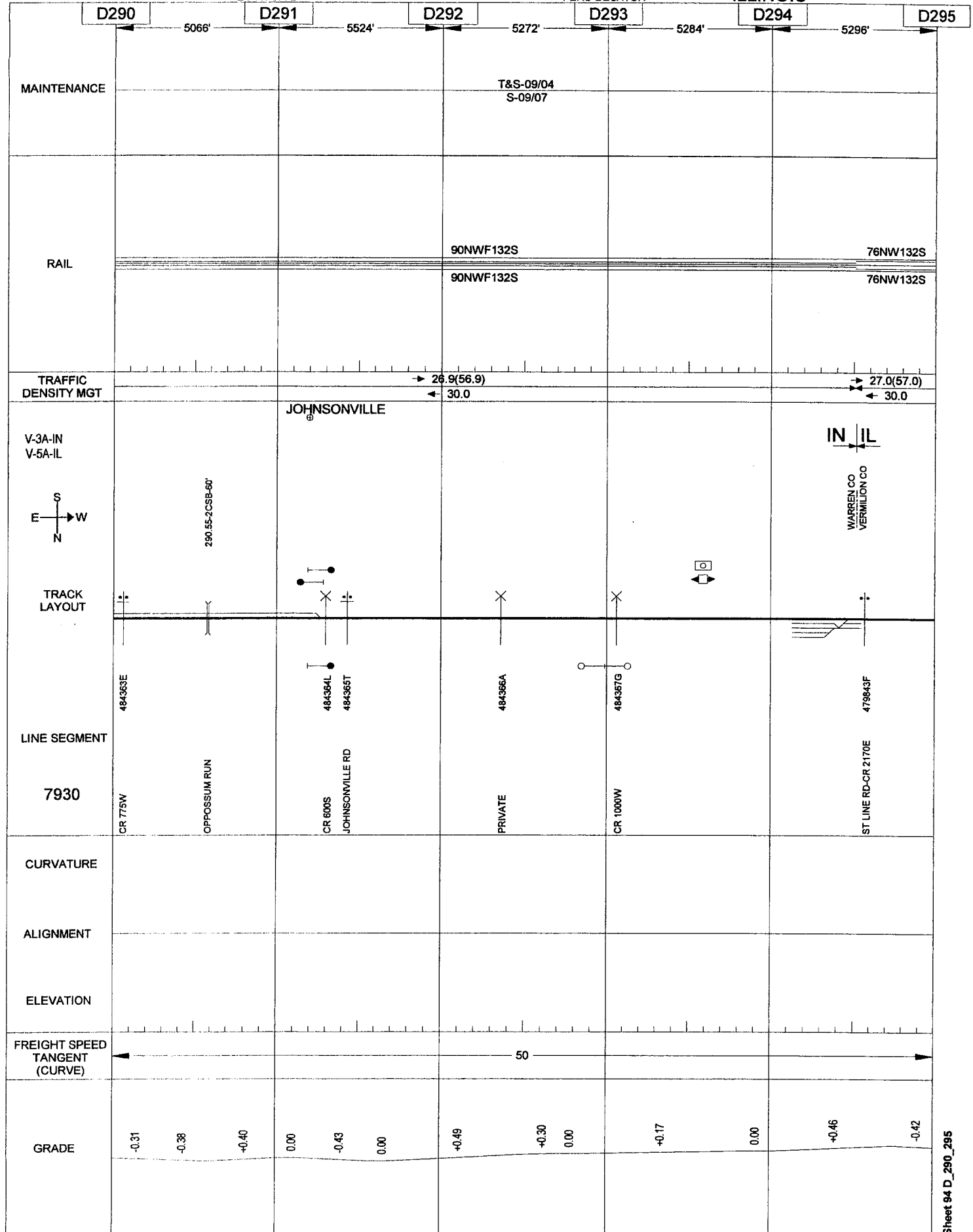
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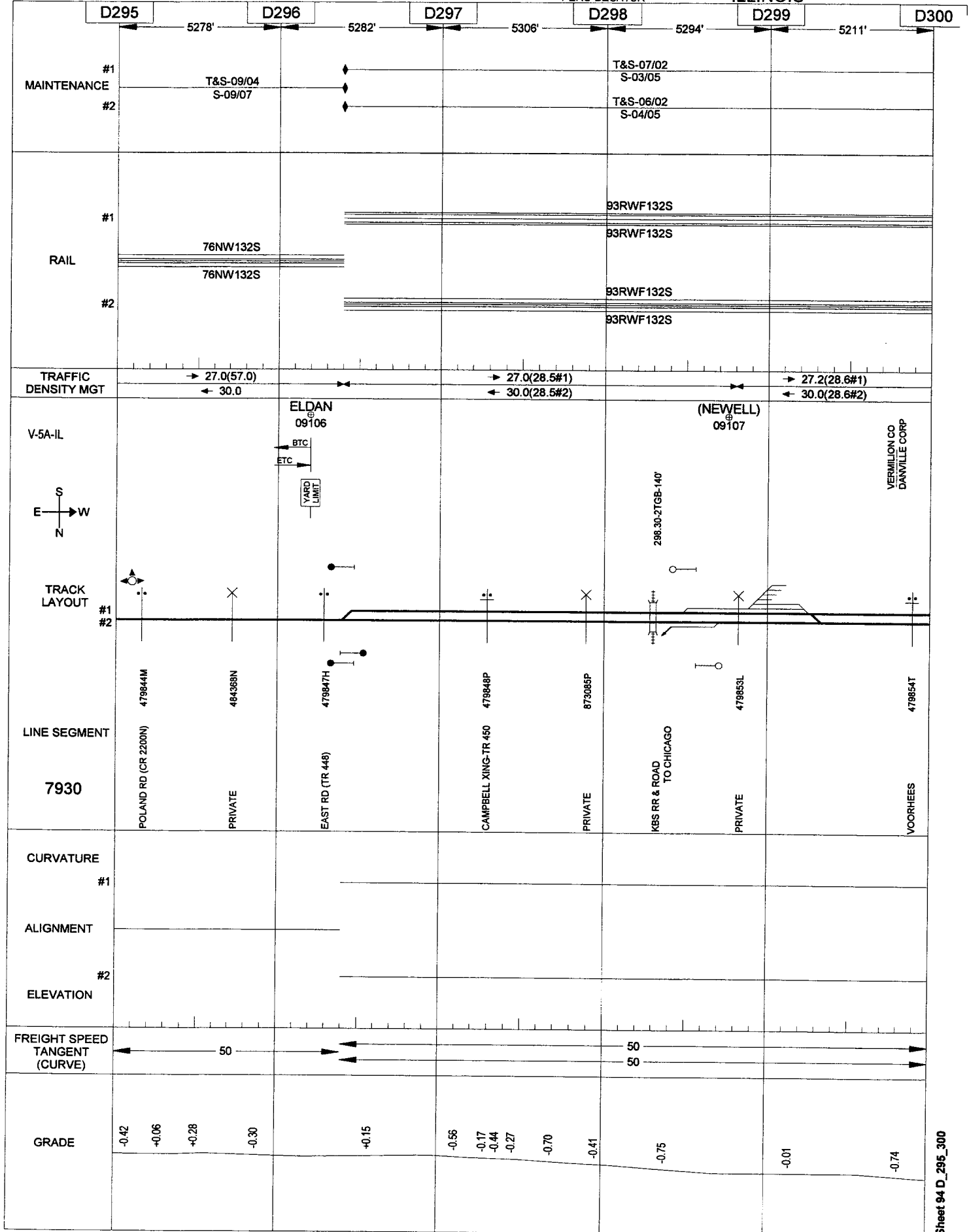
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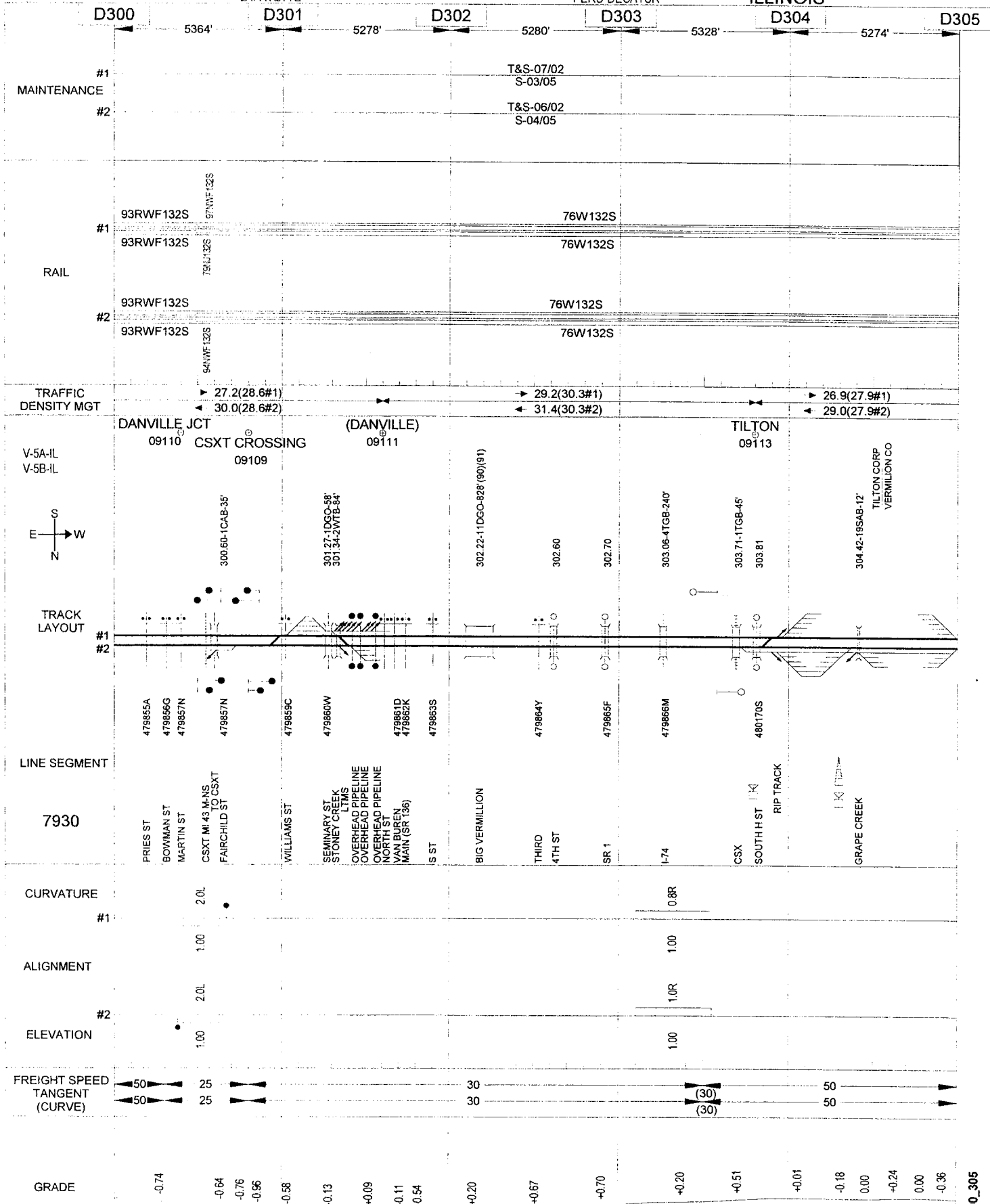
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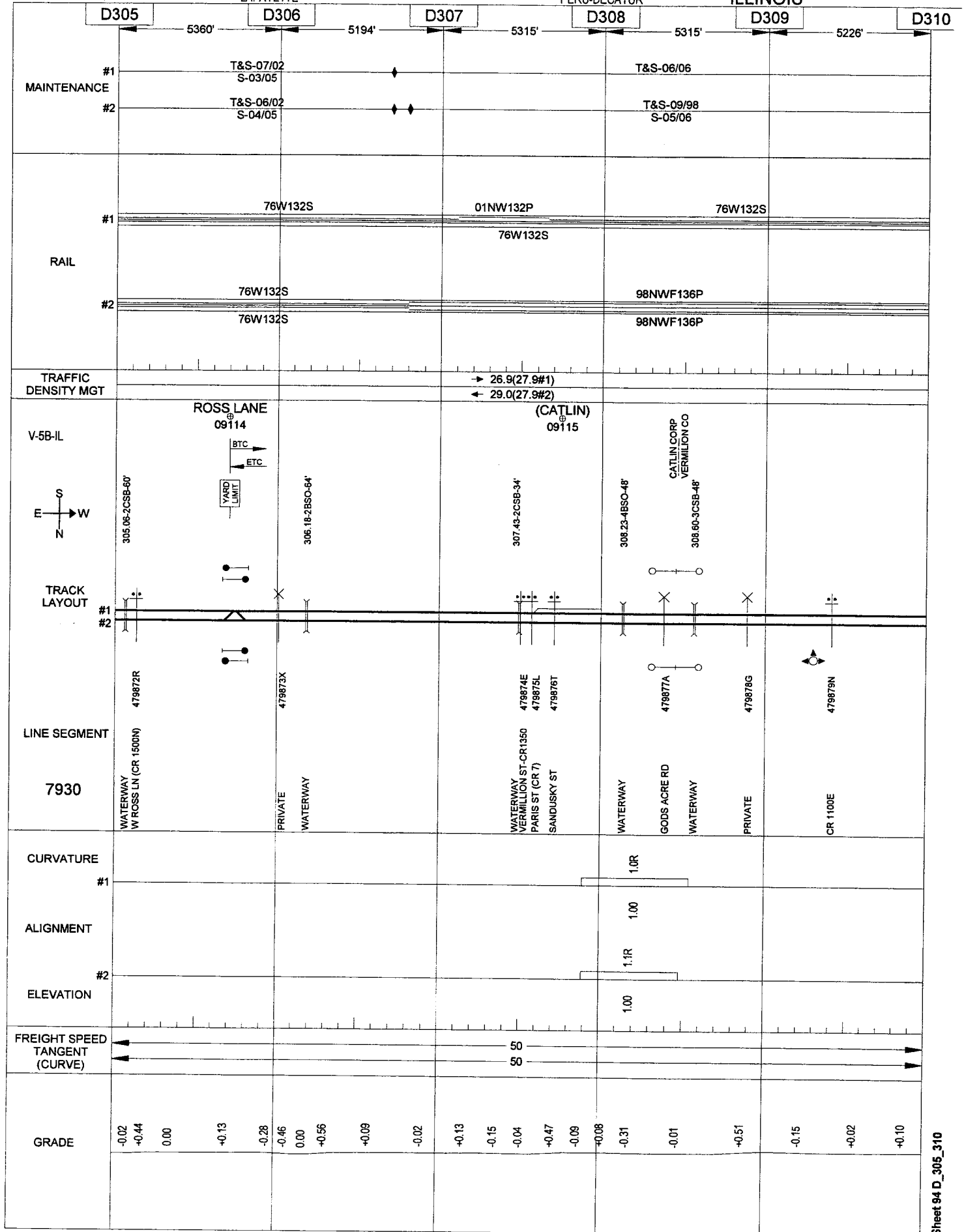
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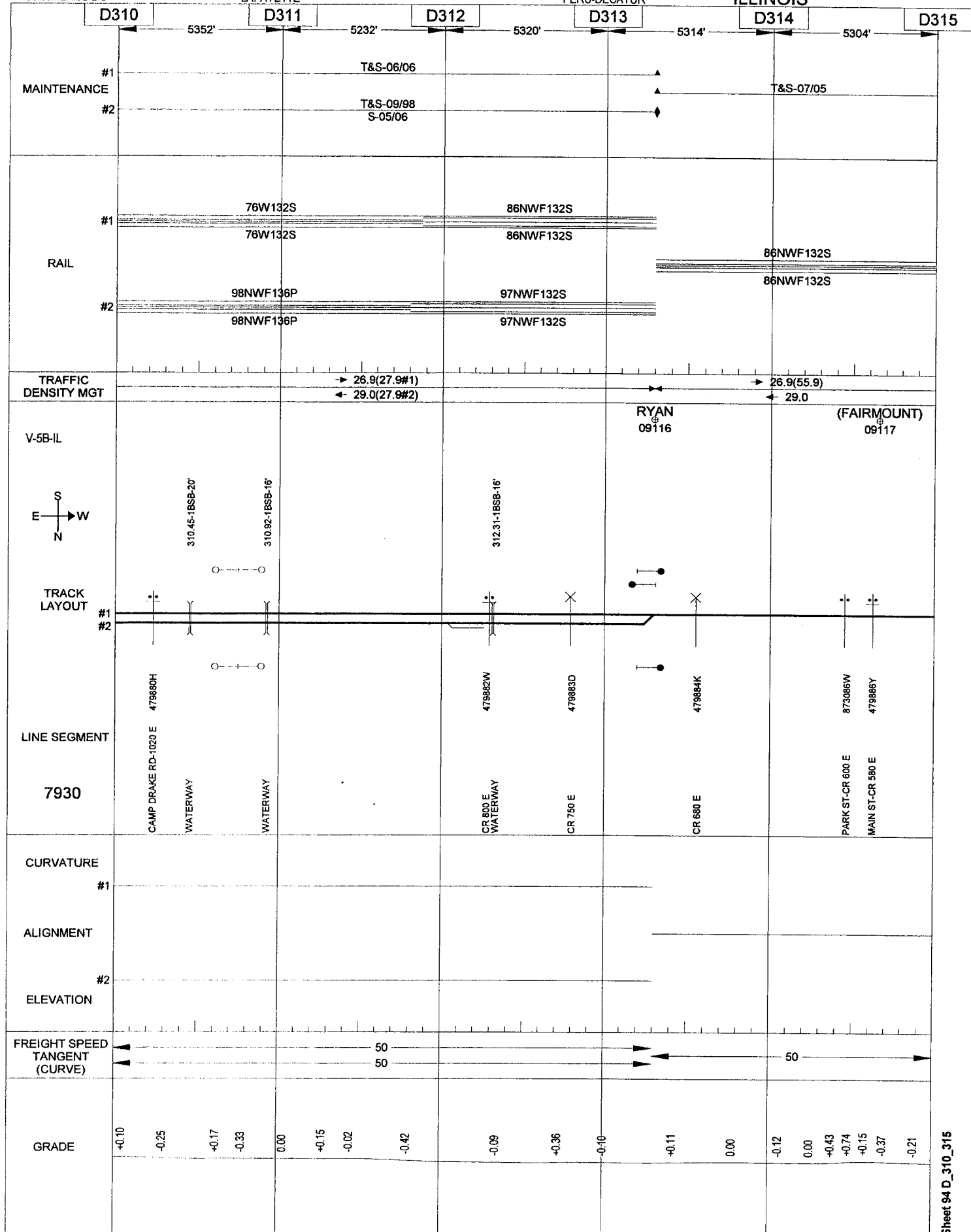
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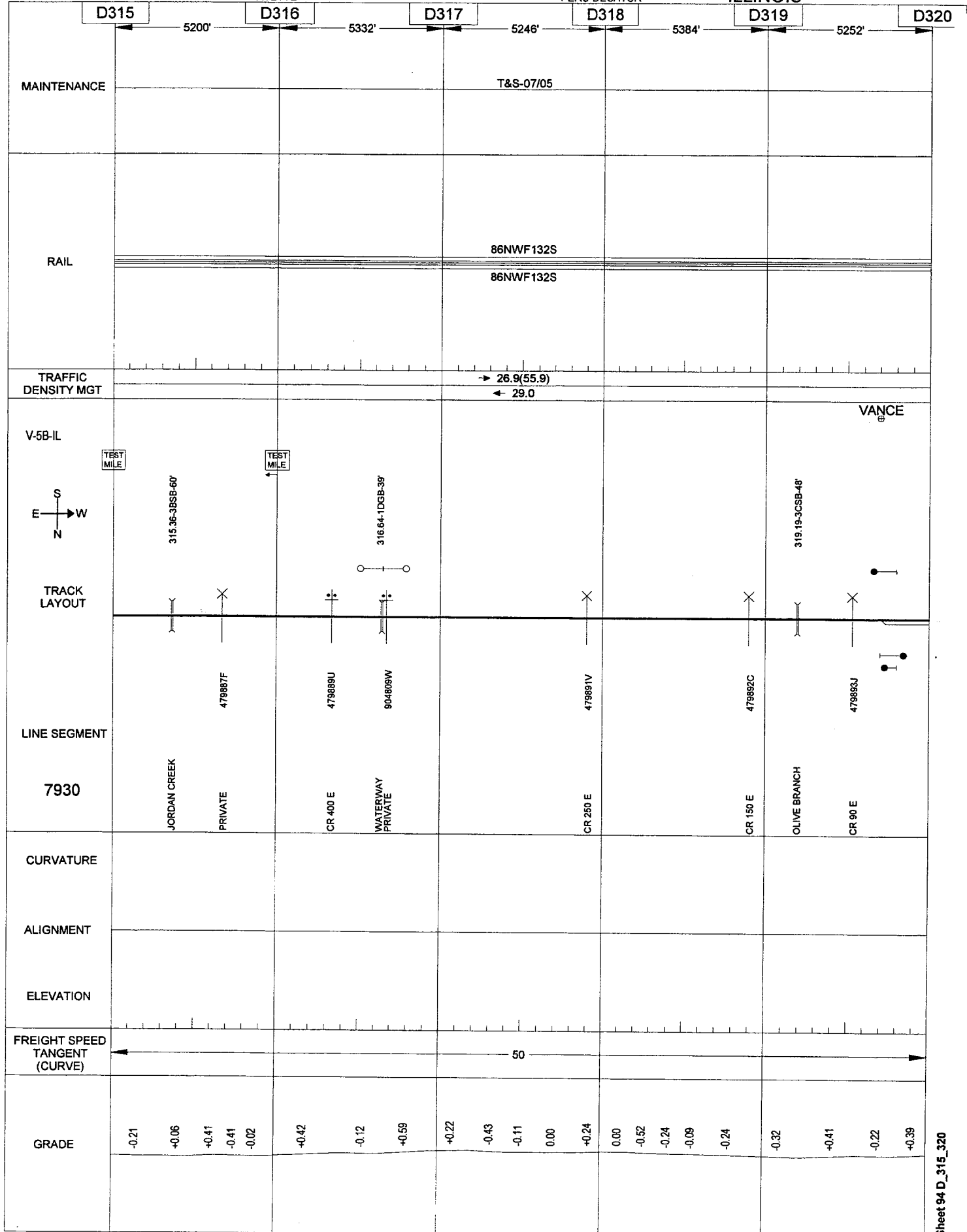
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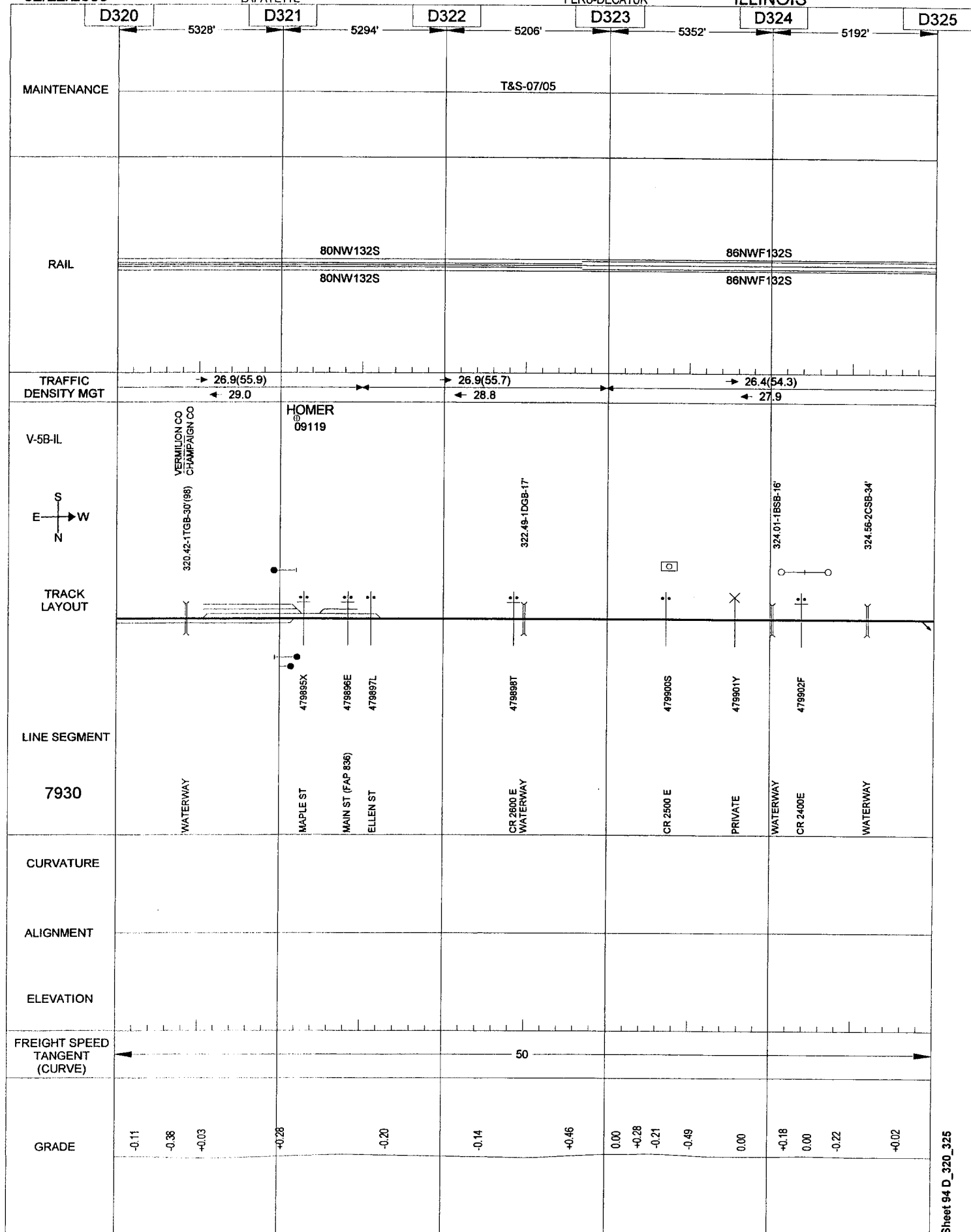
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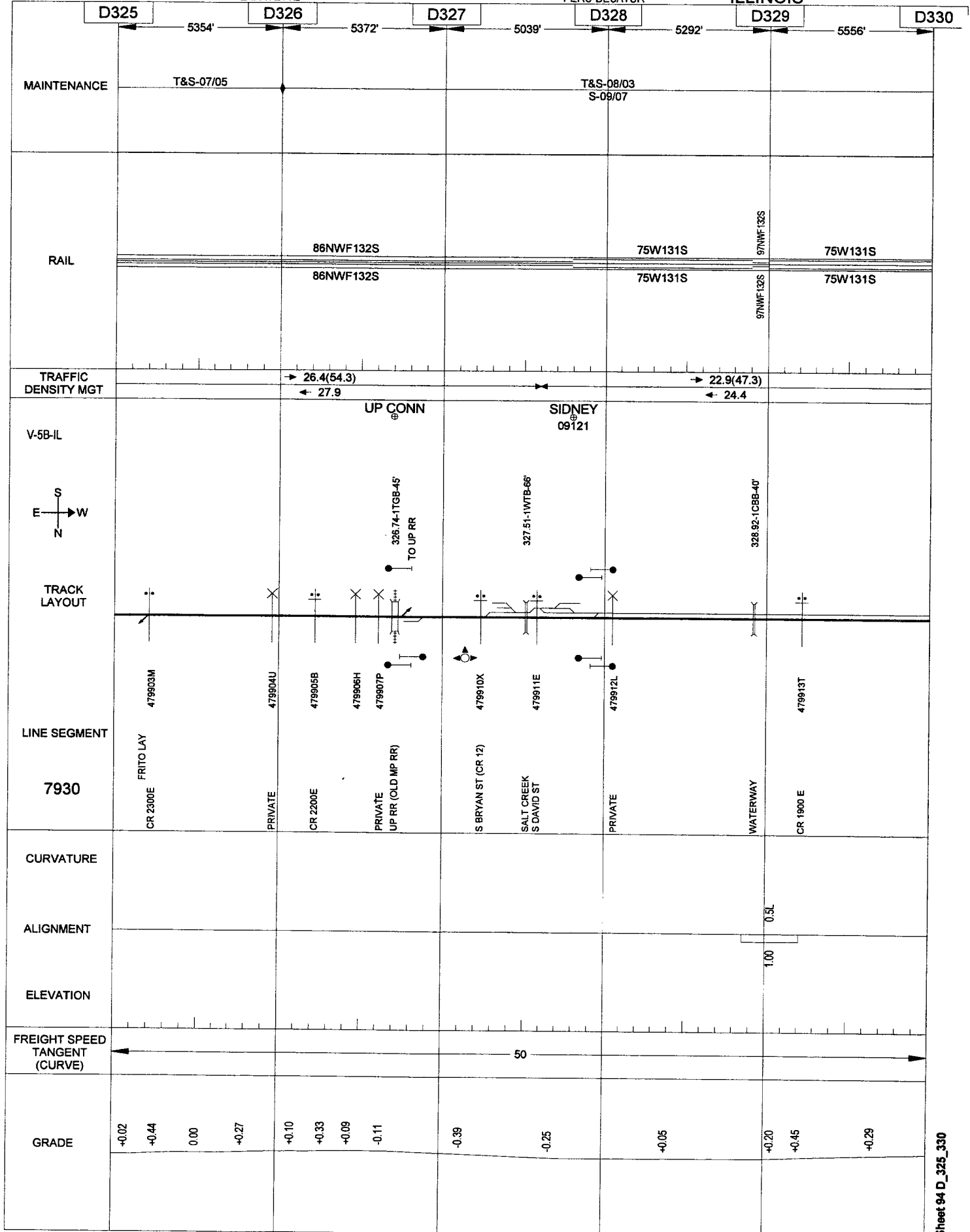
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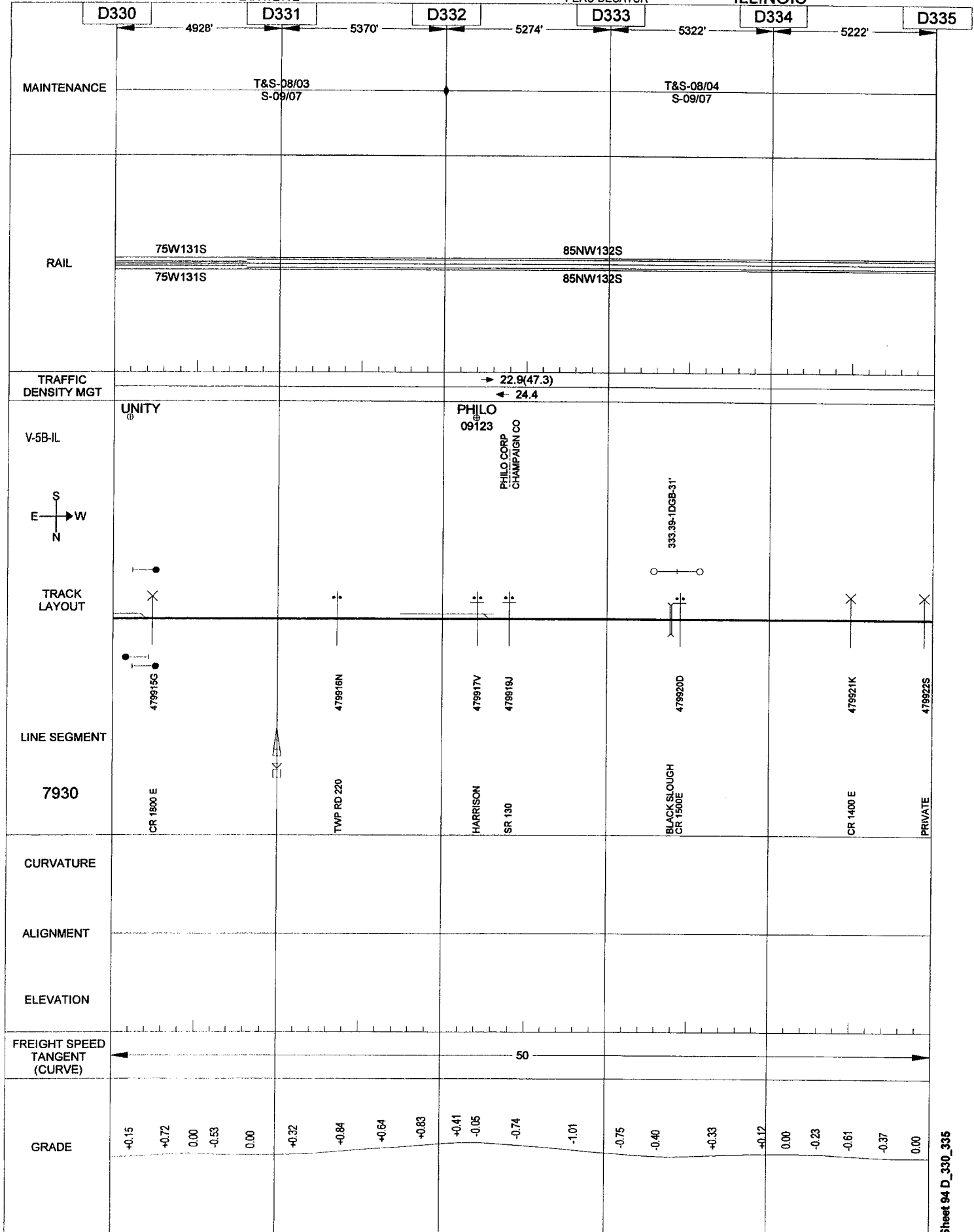
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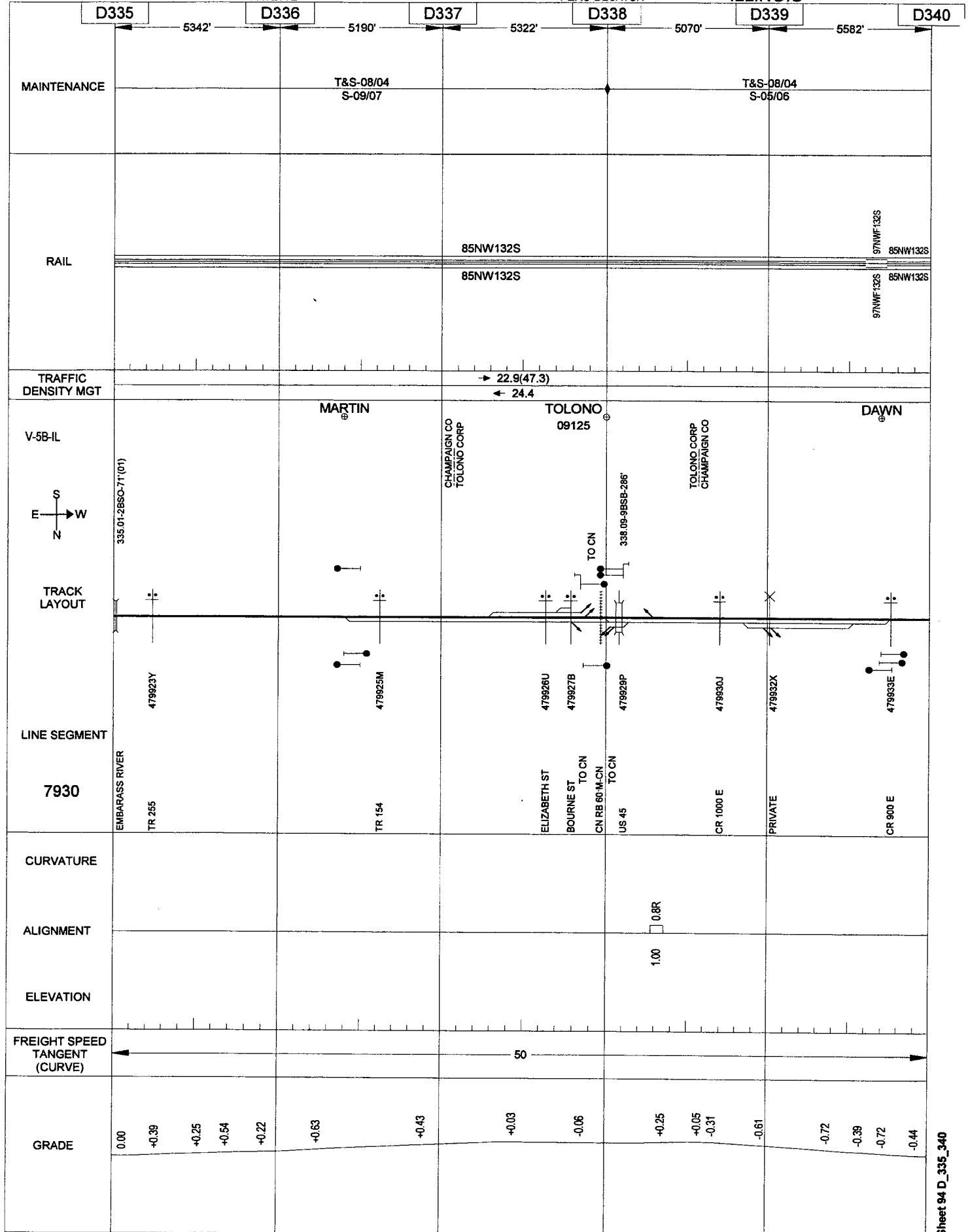
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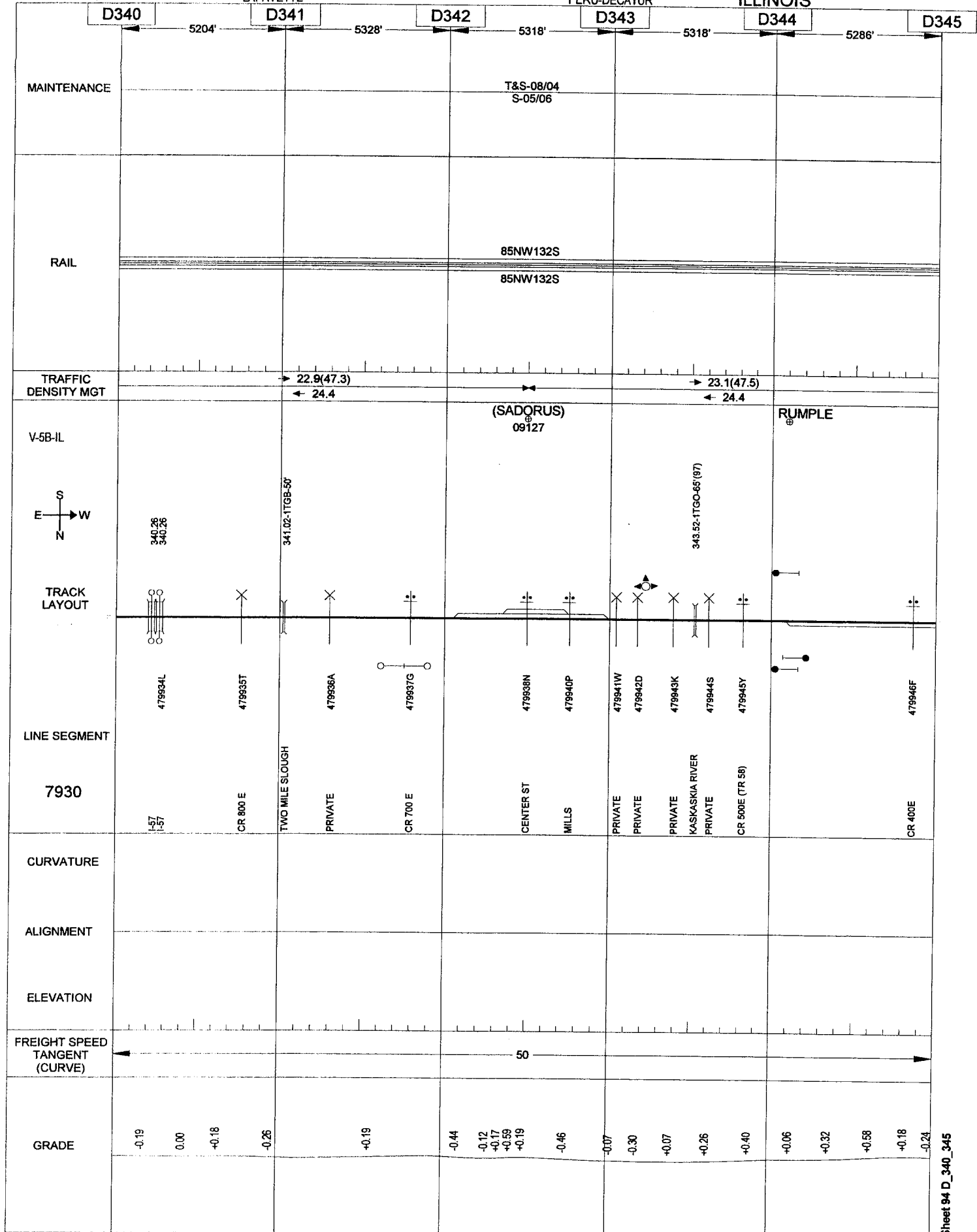
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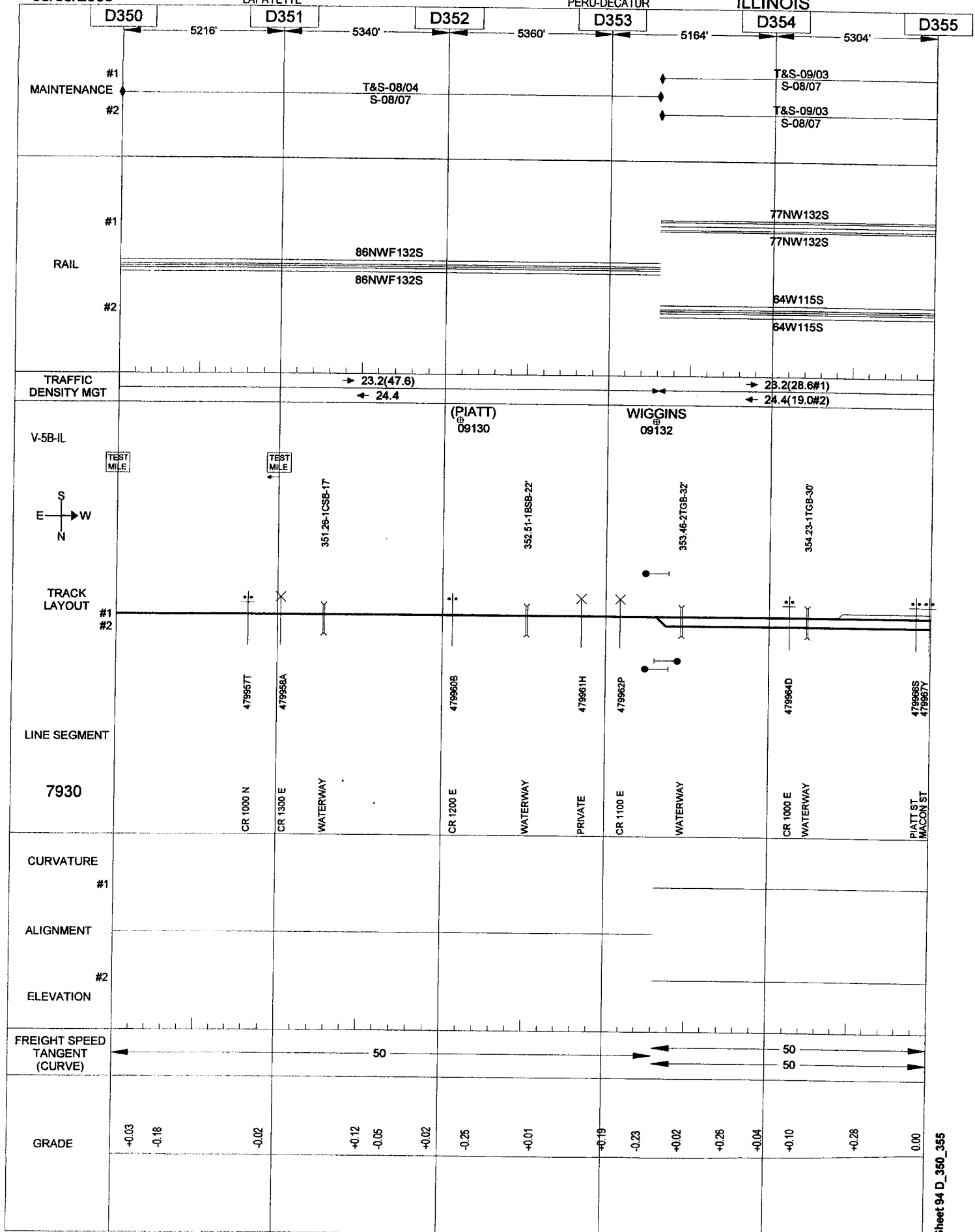
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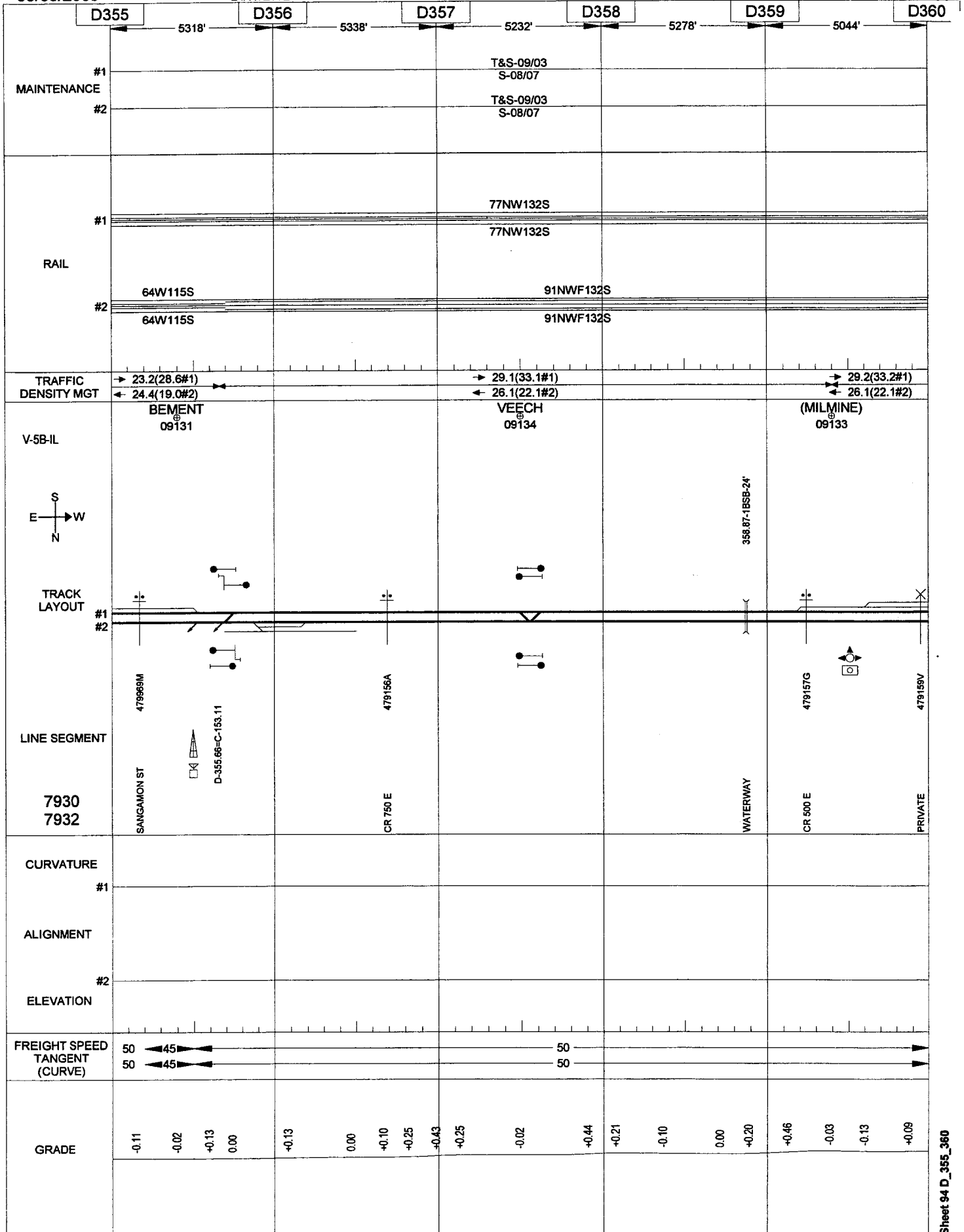
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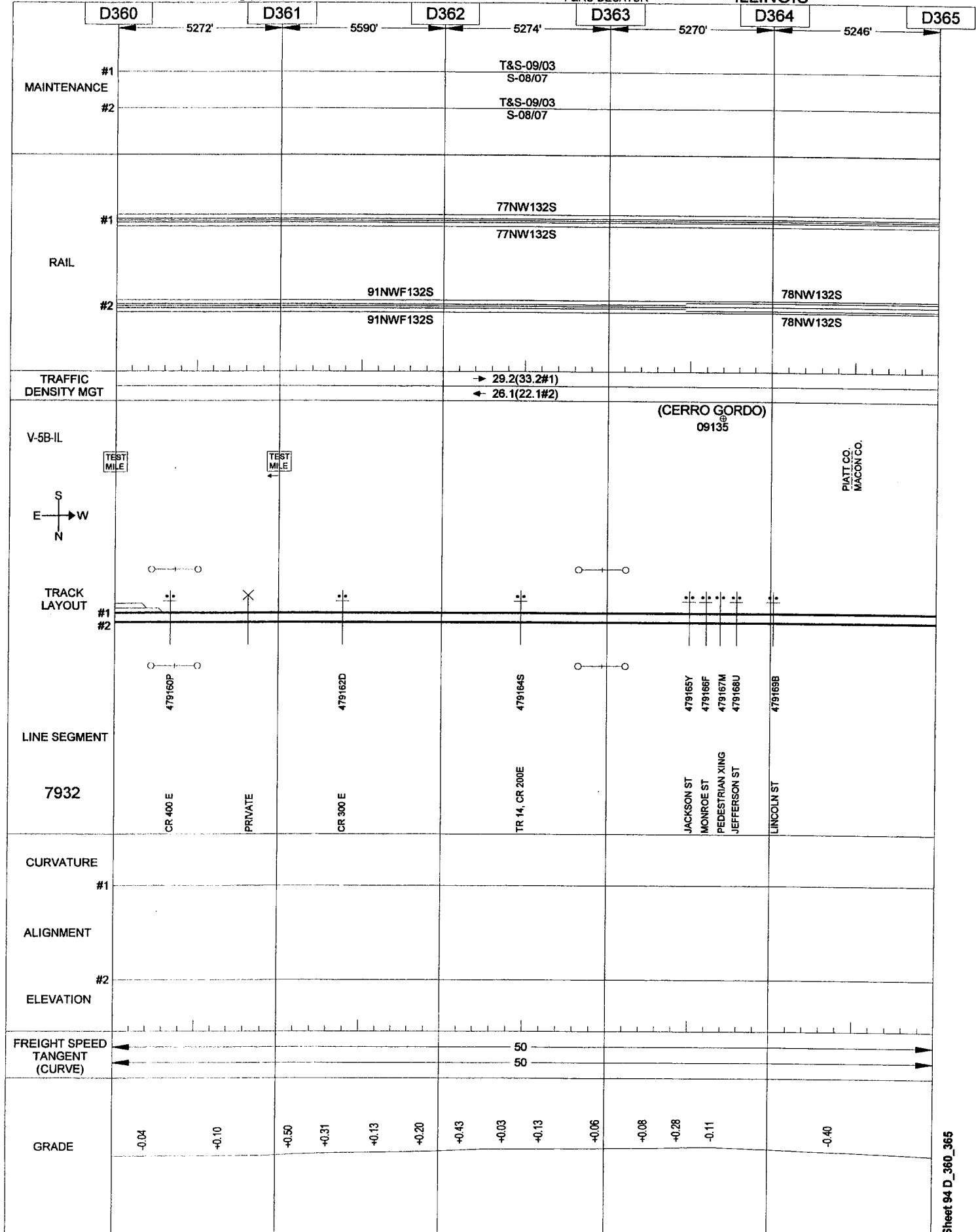
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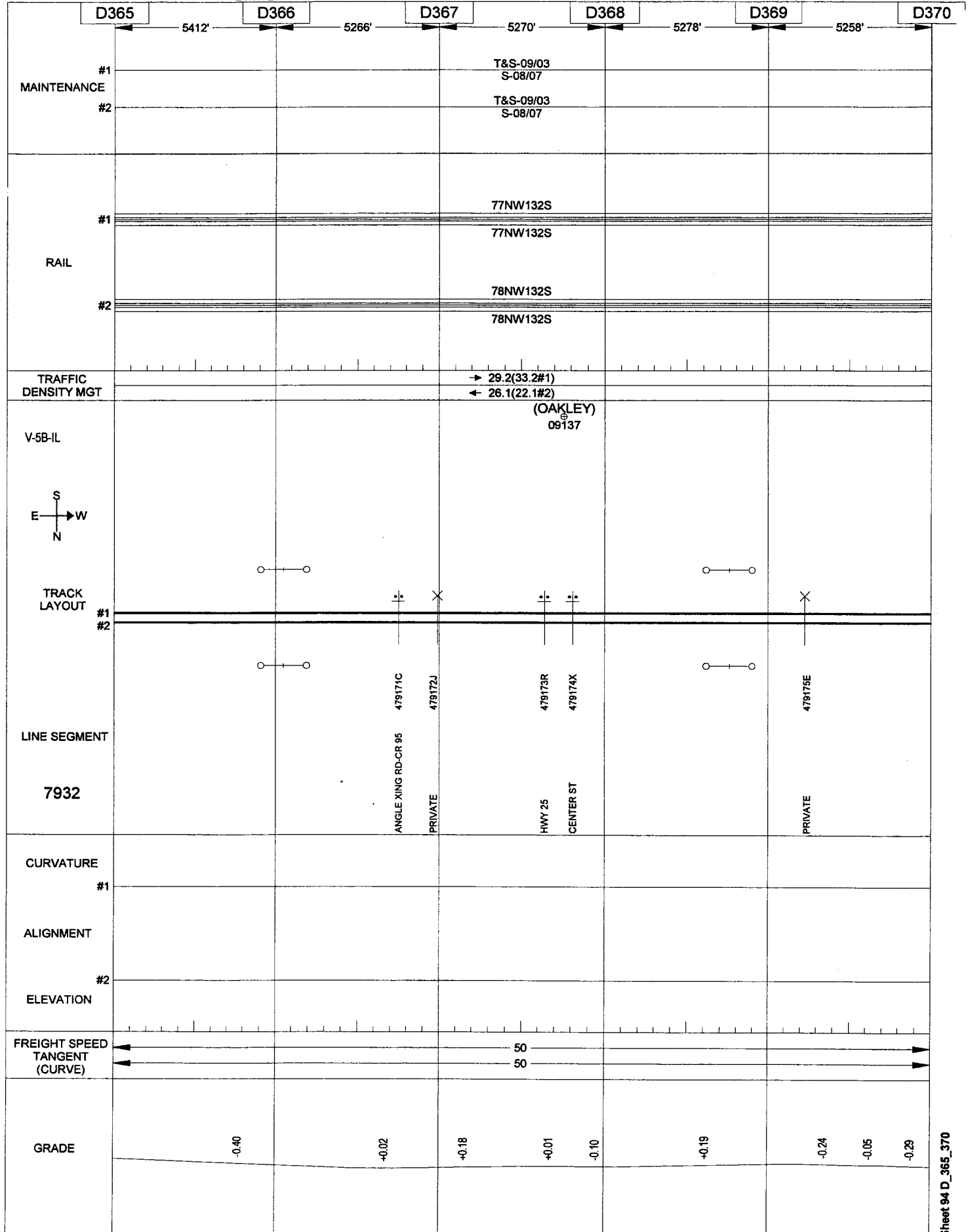
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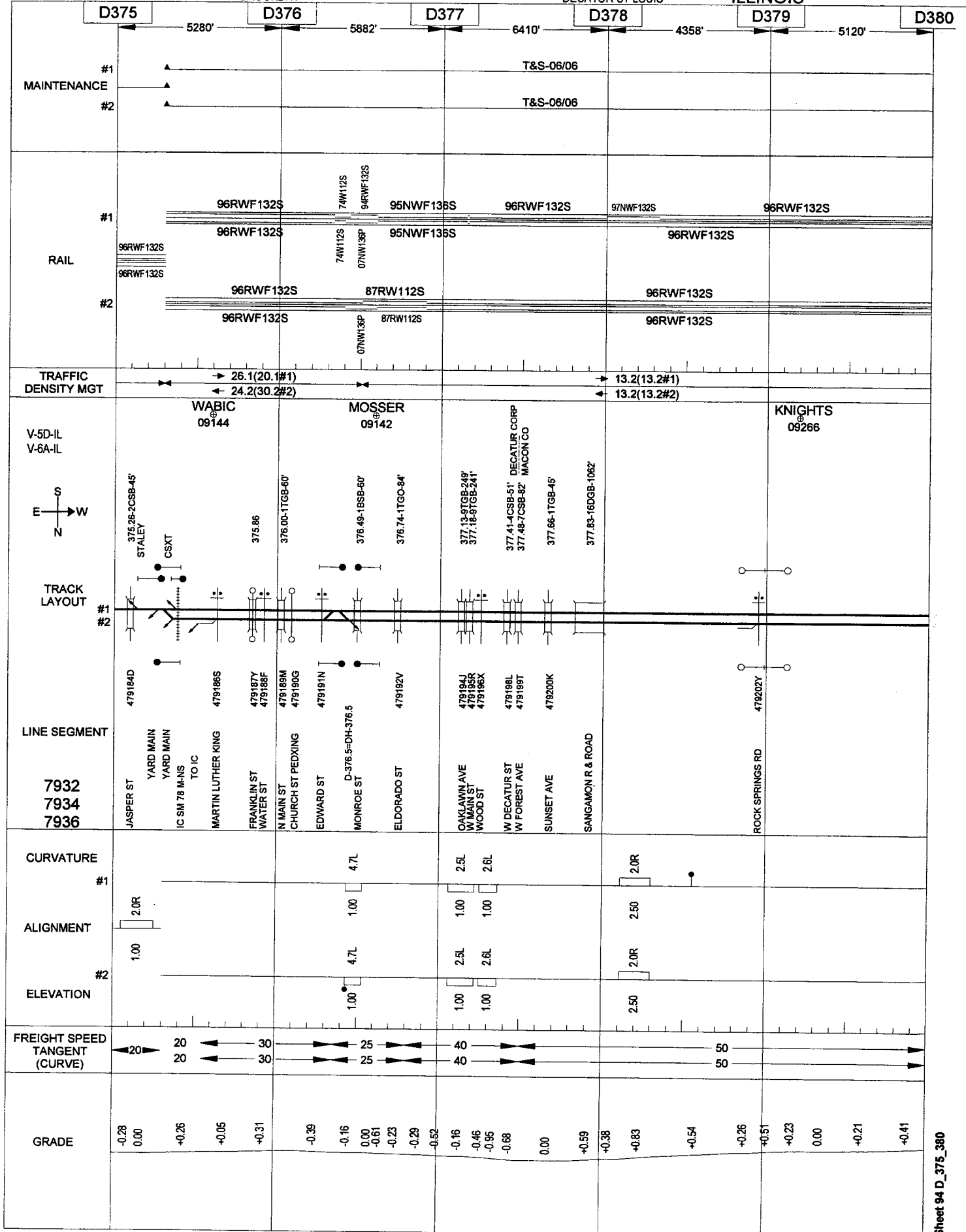
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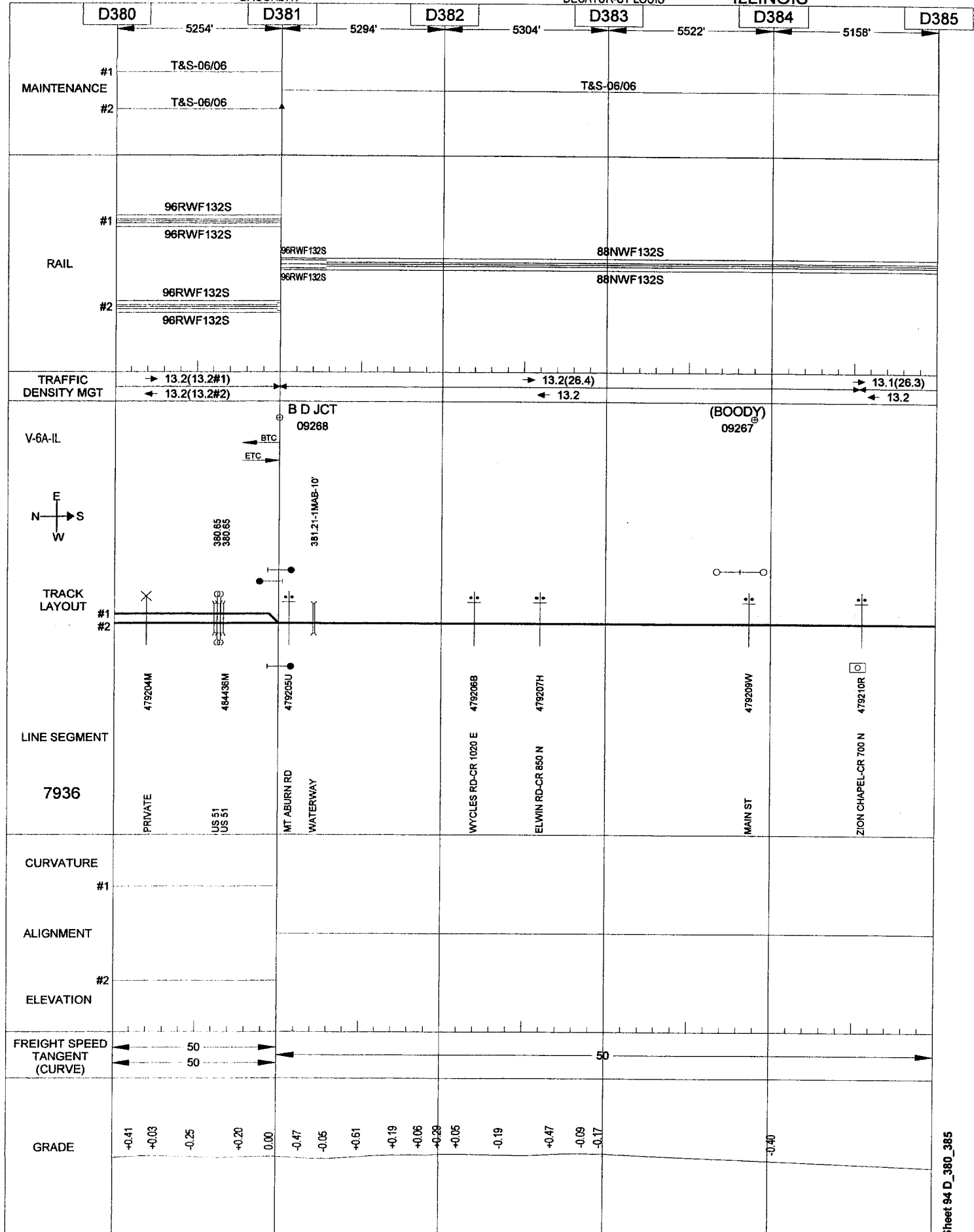
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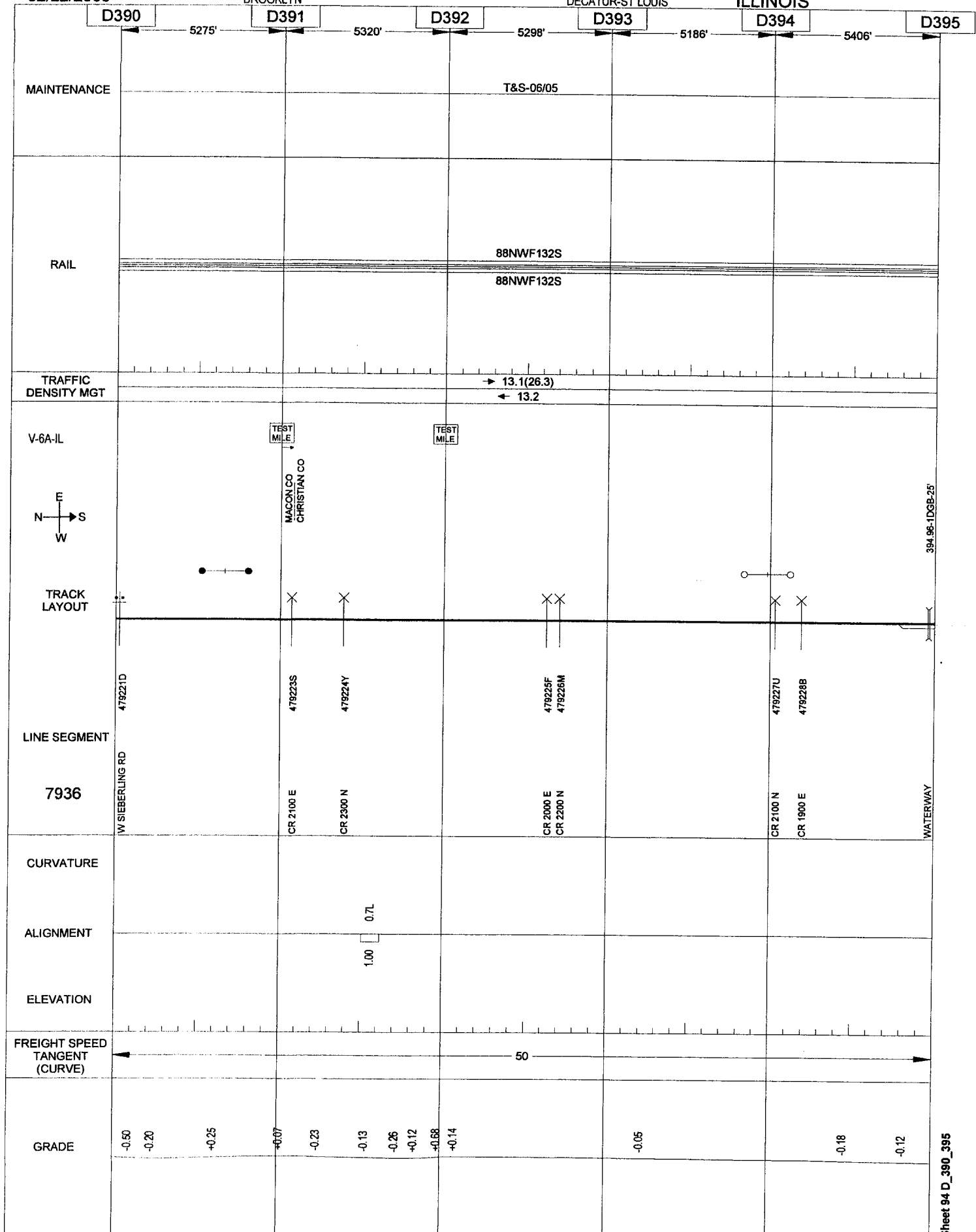
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039

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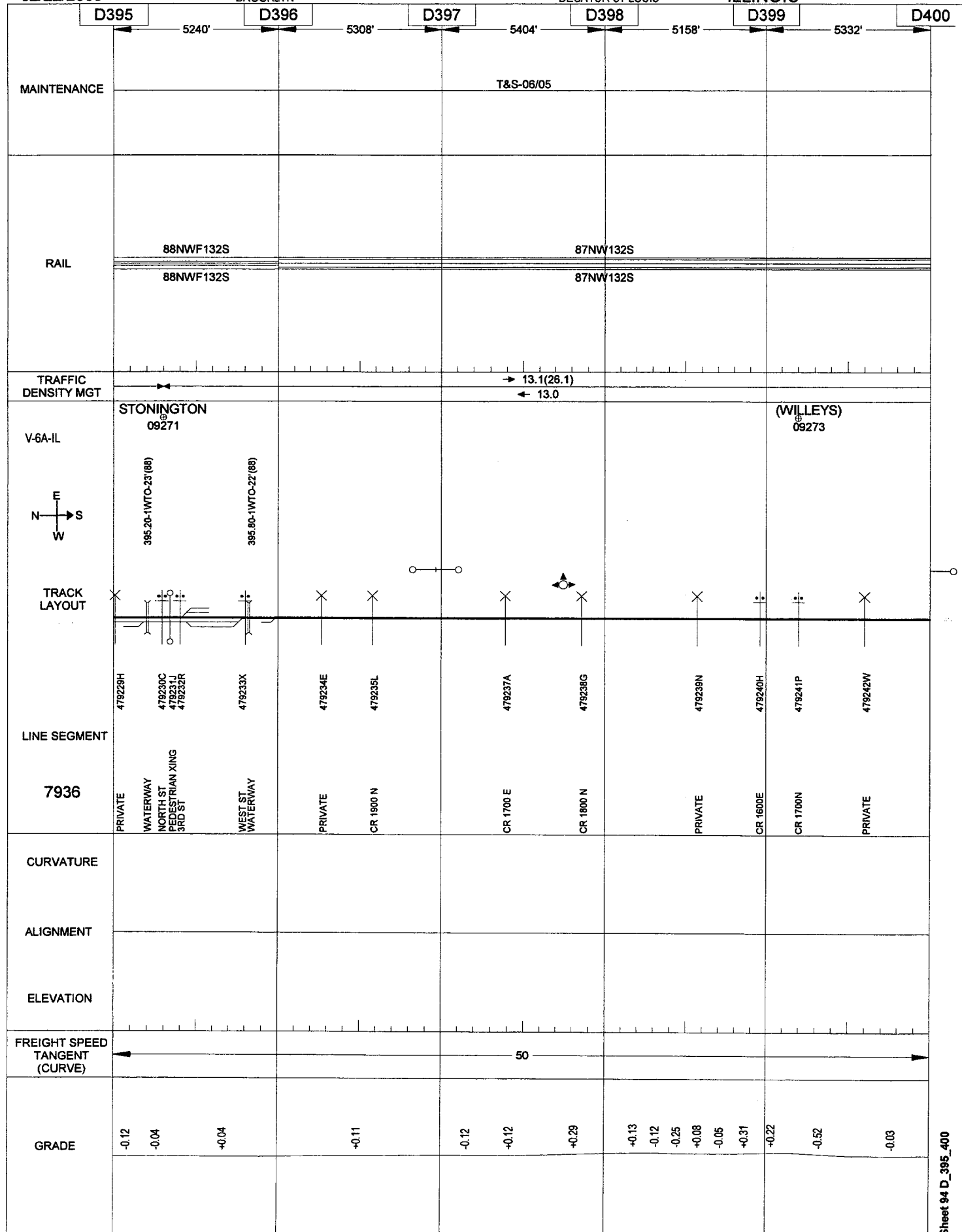
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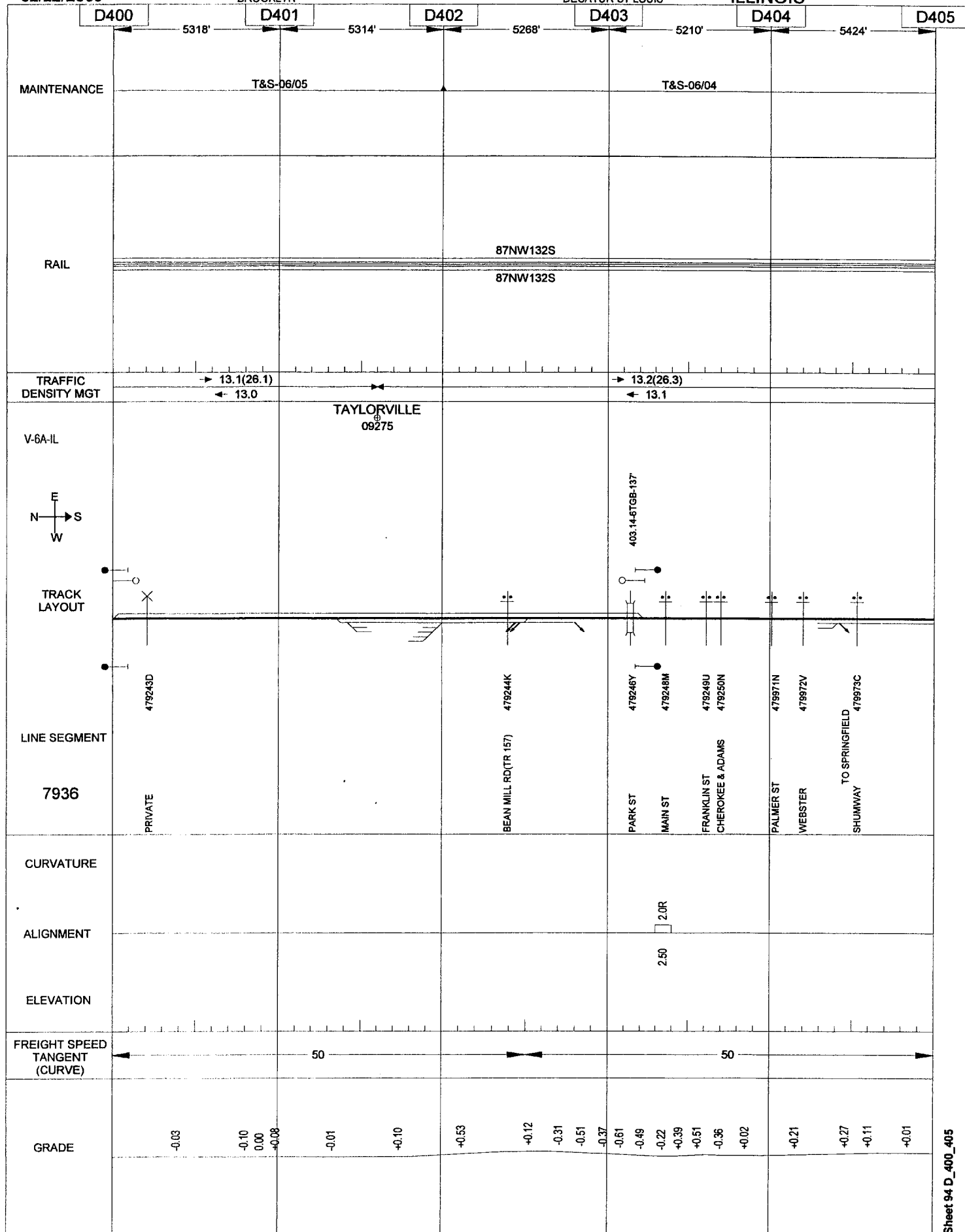
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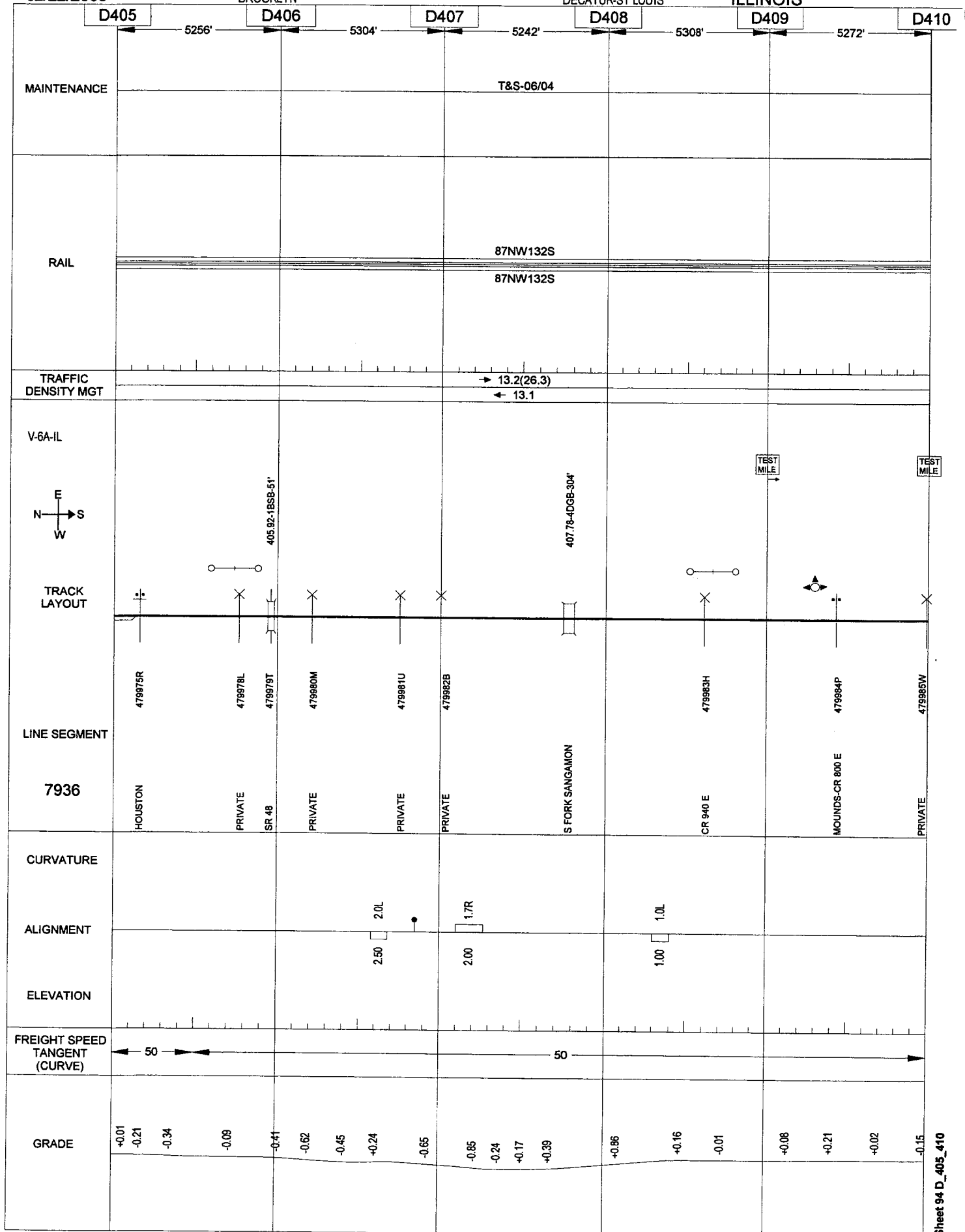
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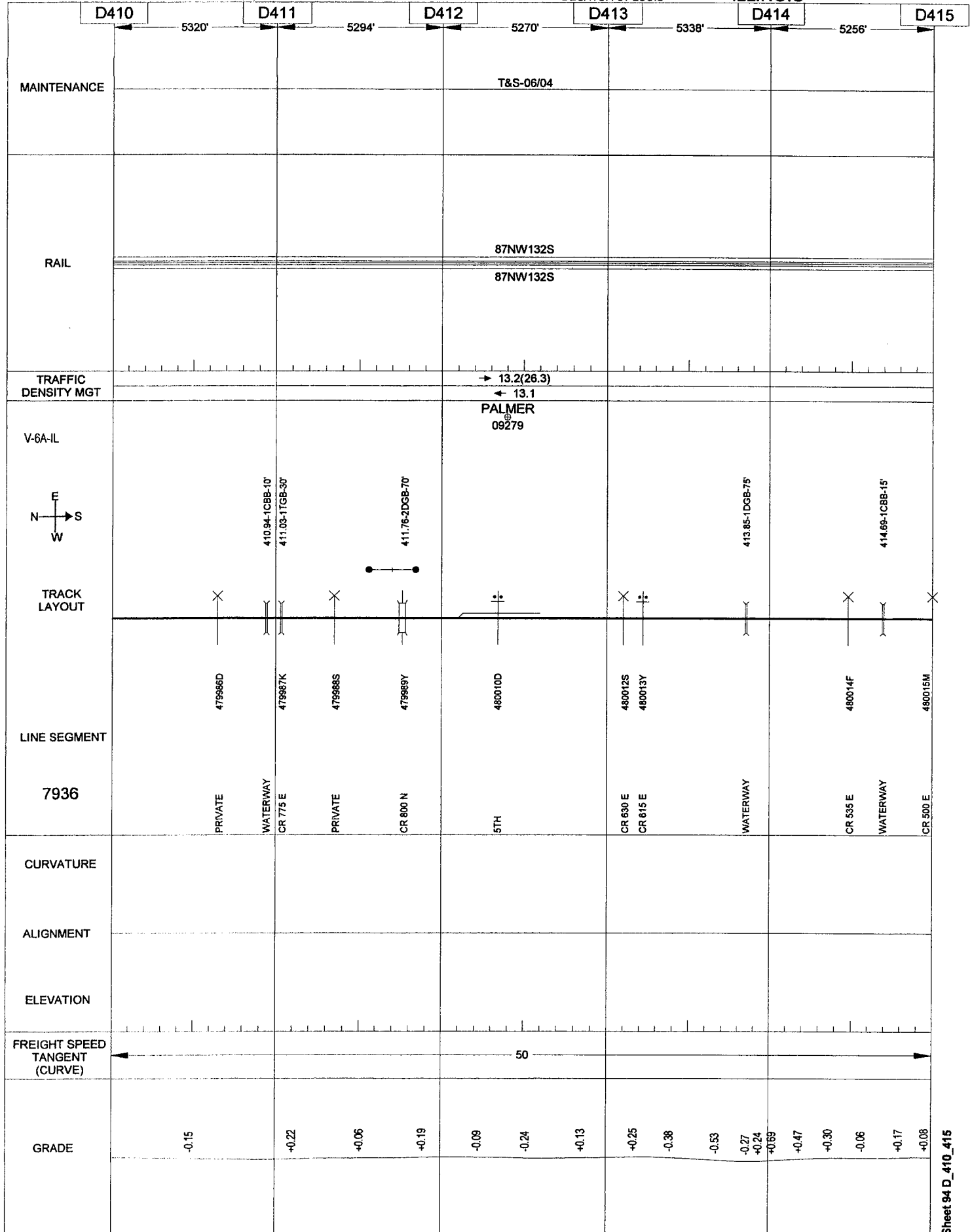
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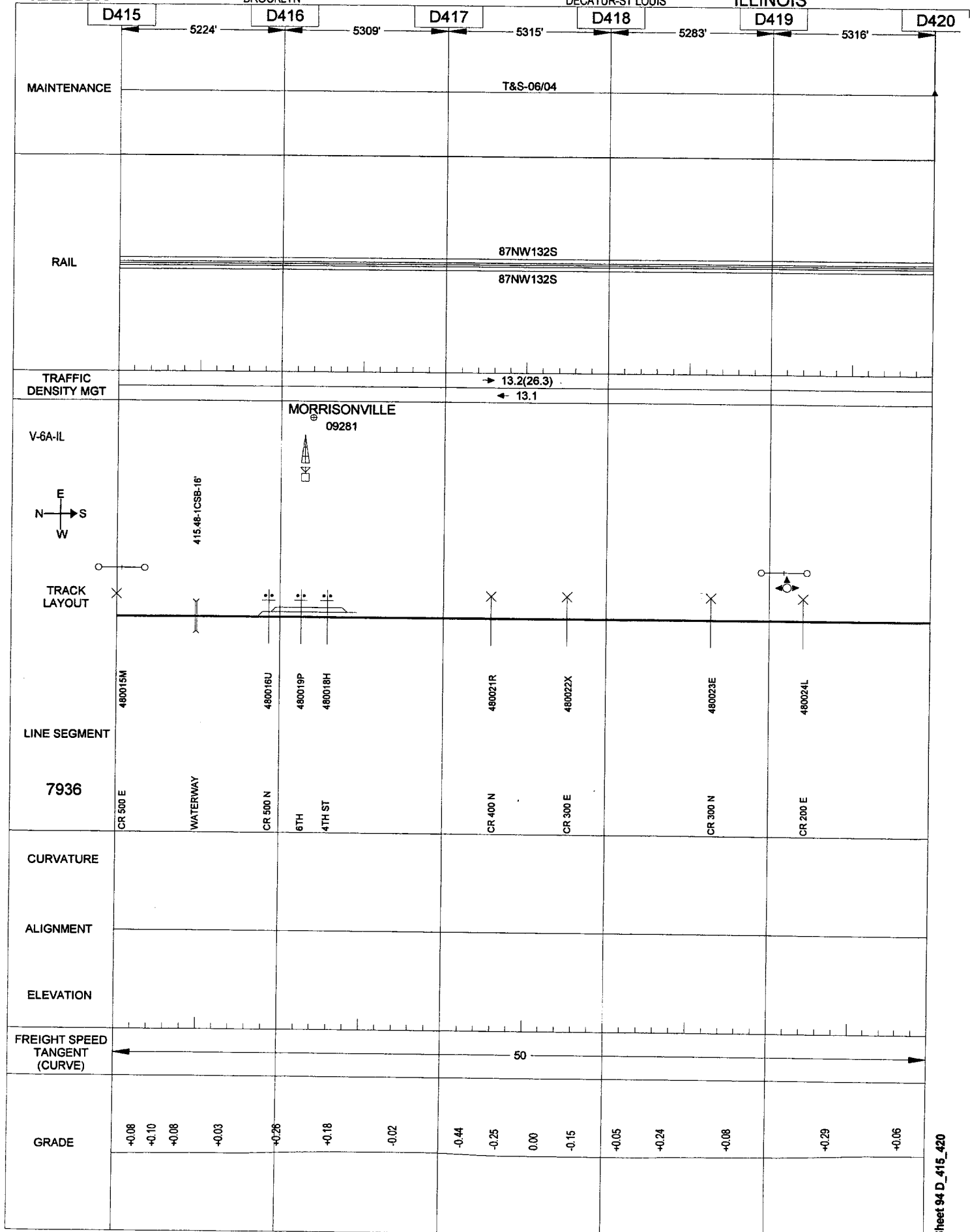
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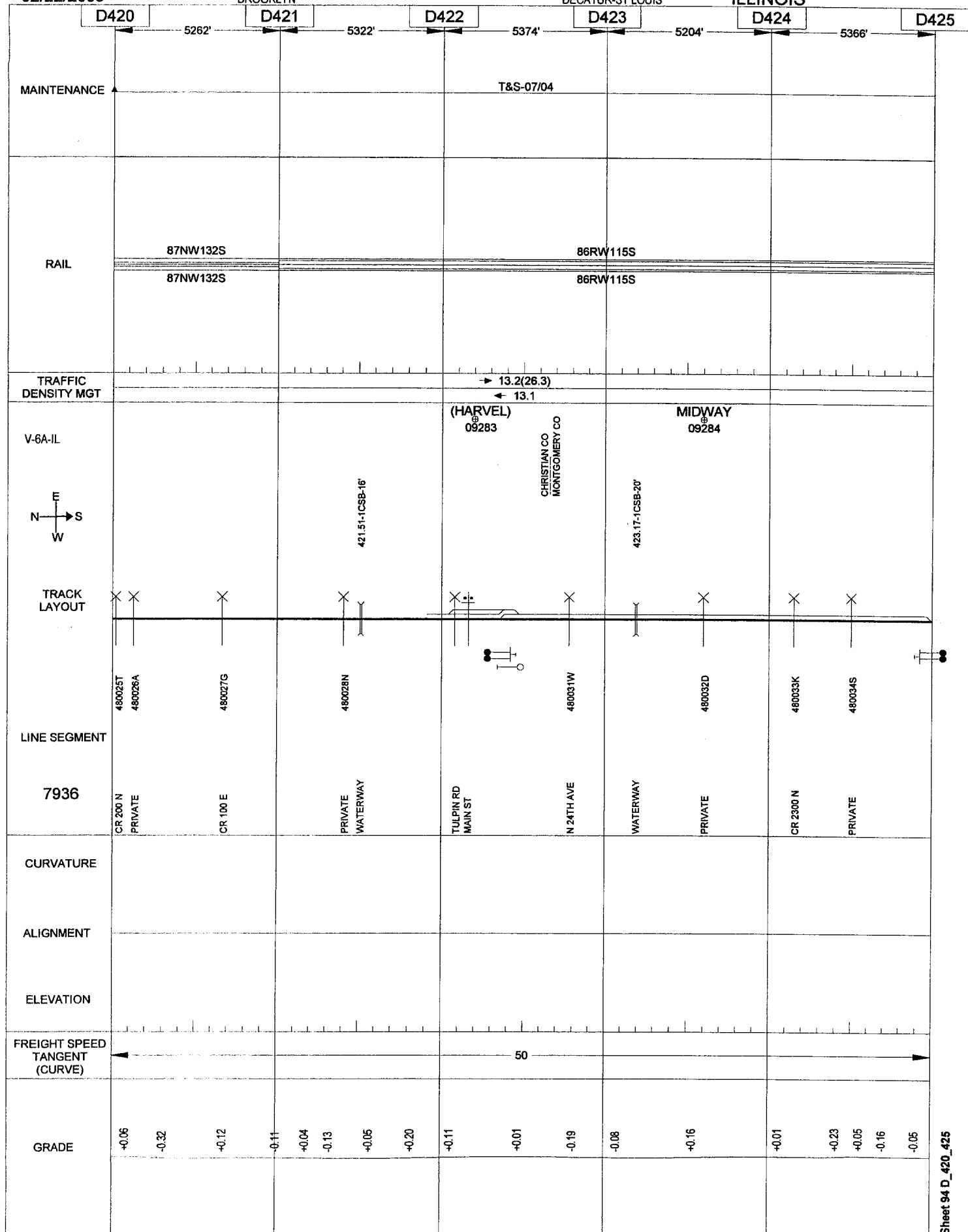
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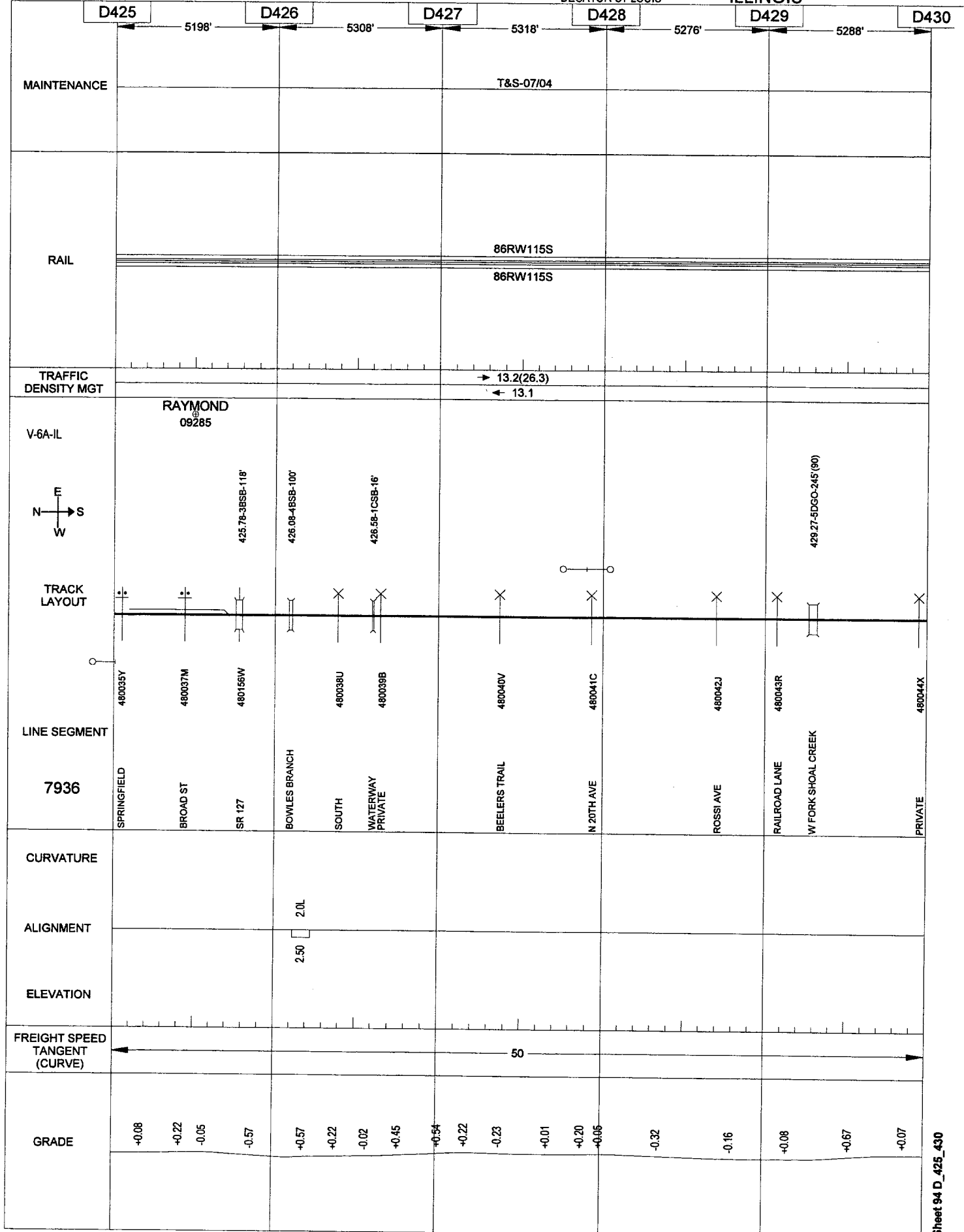
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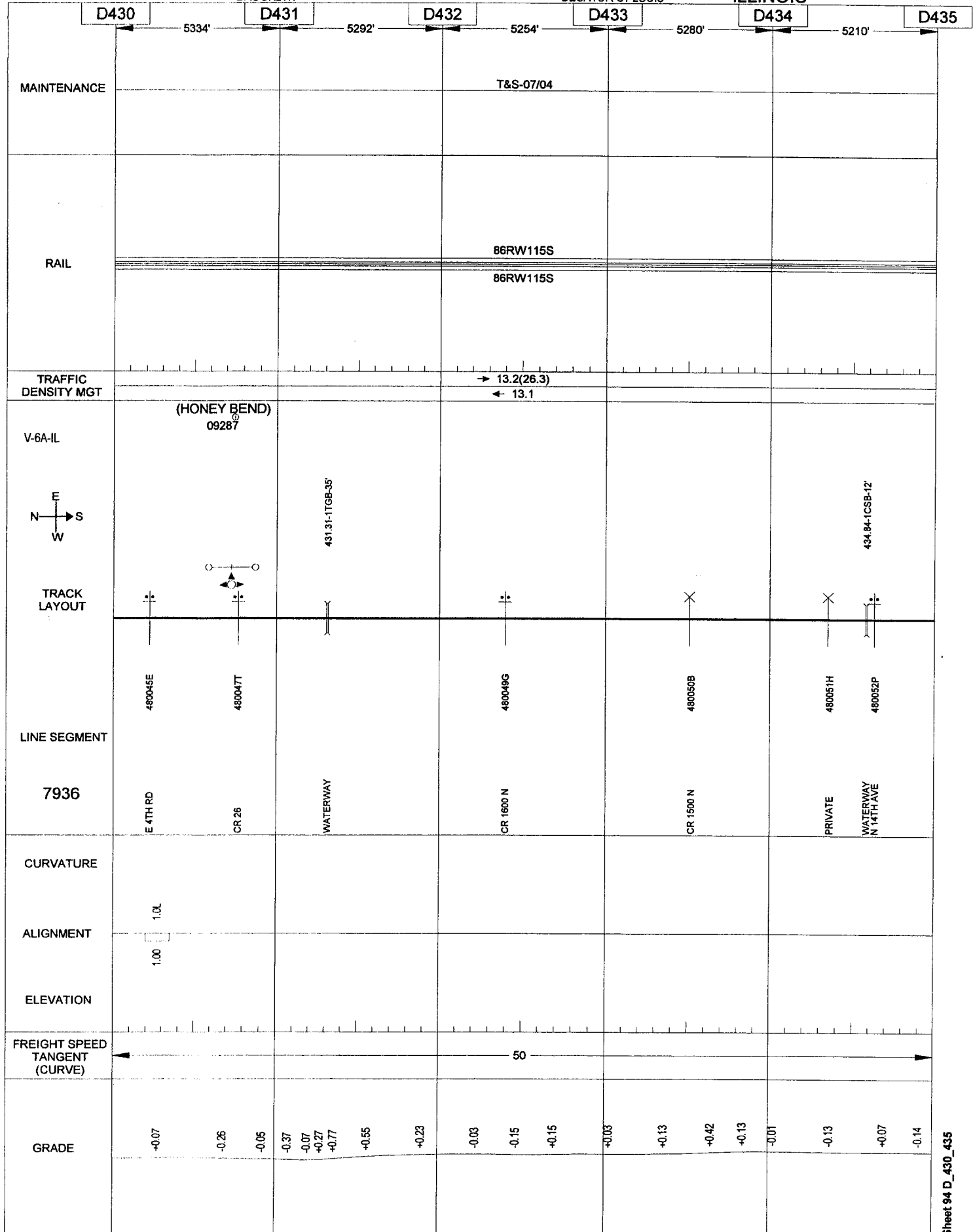
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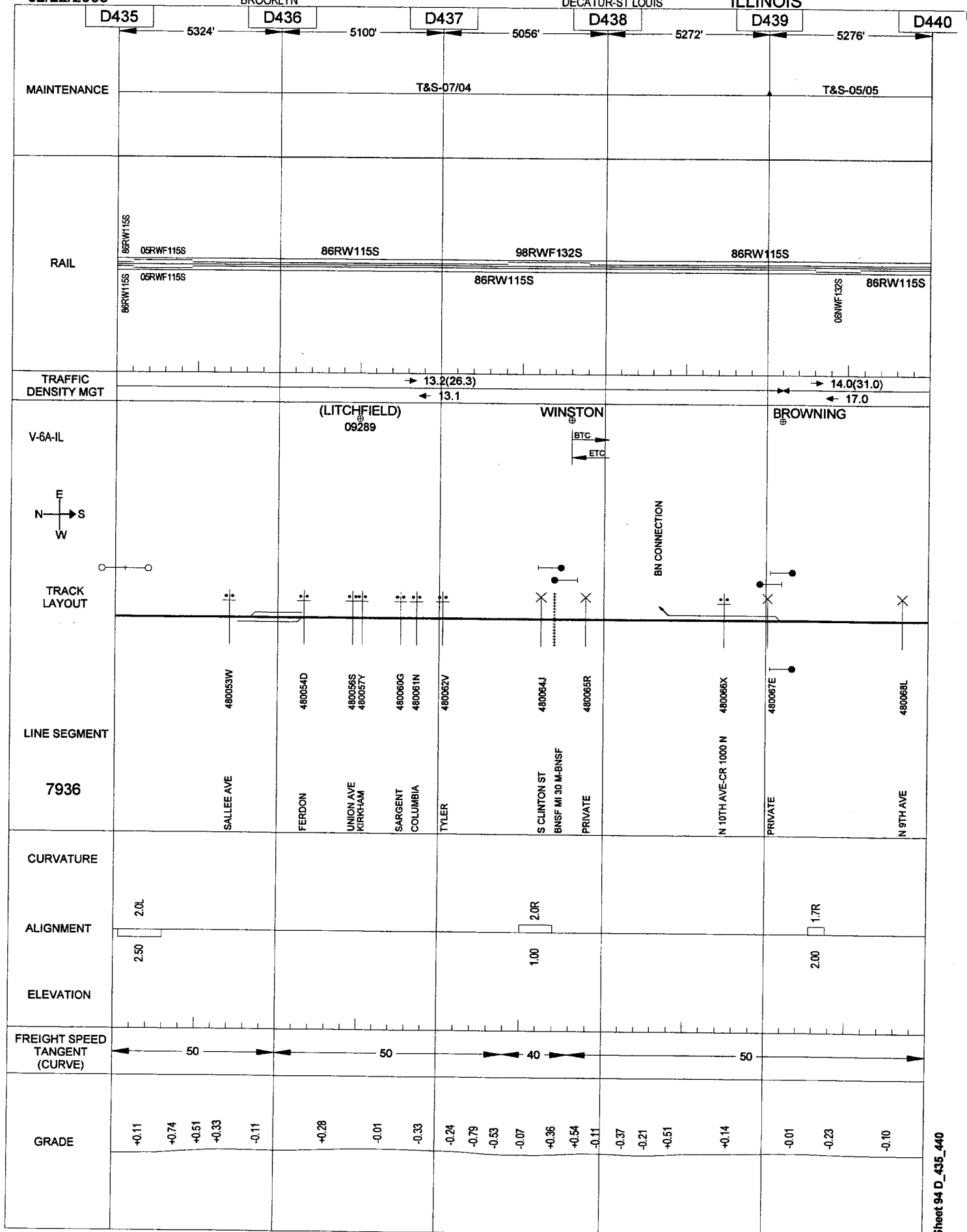
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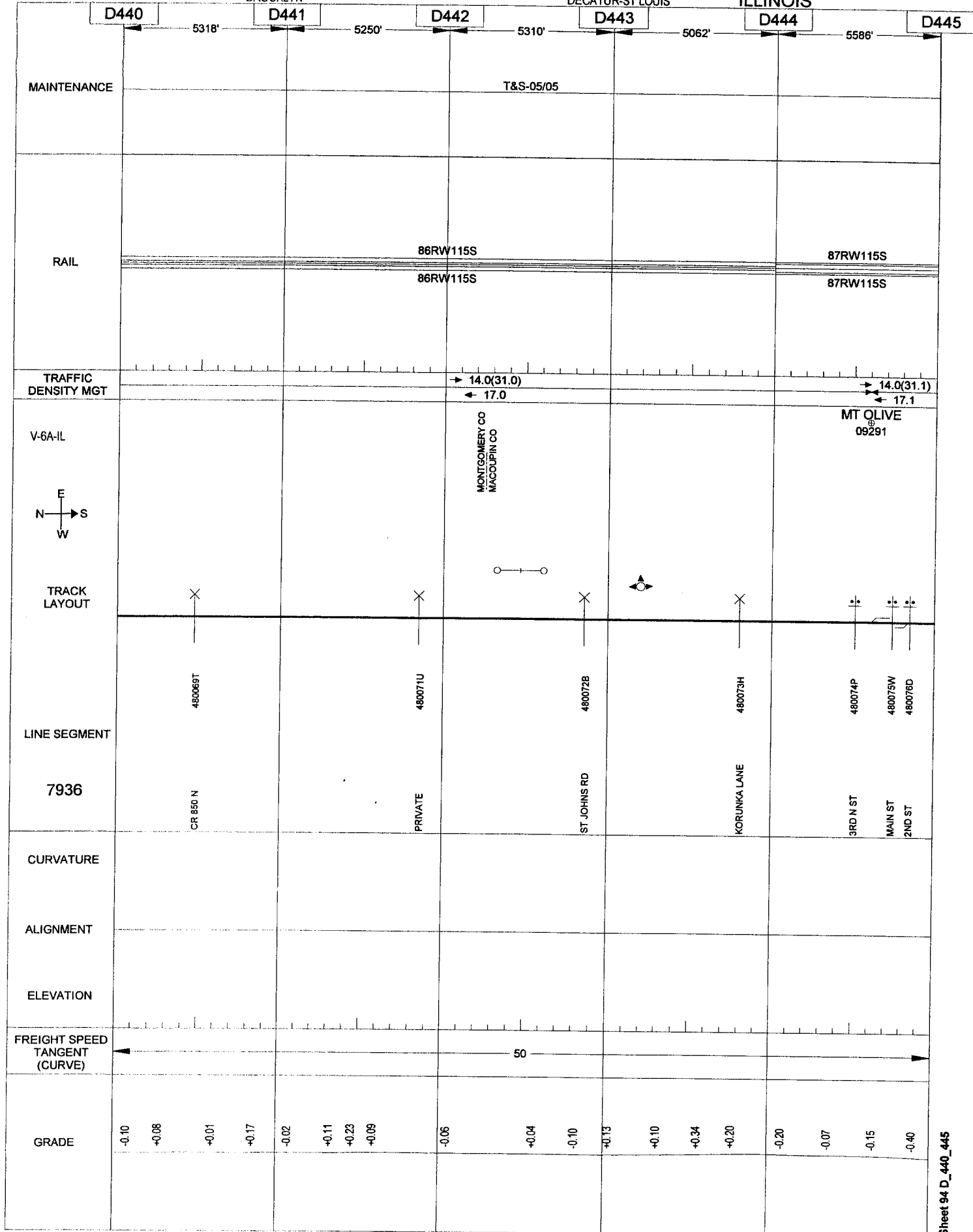
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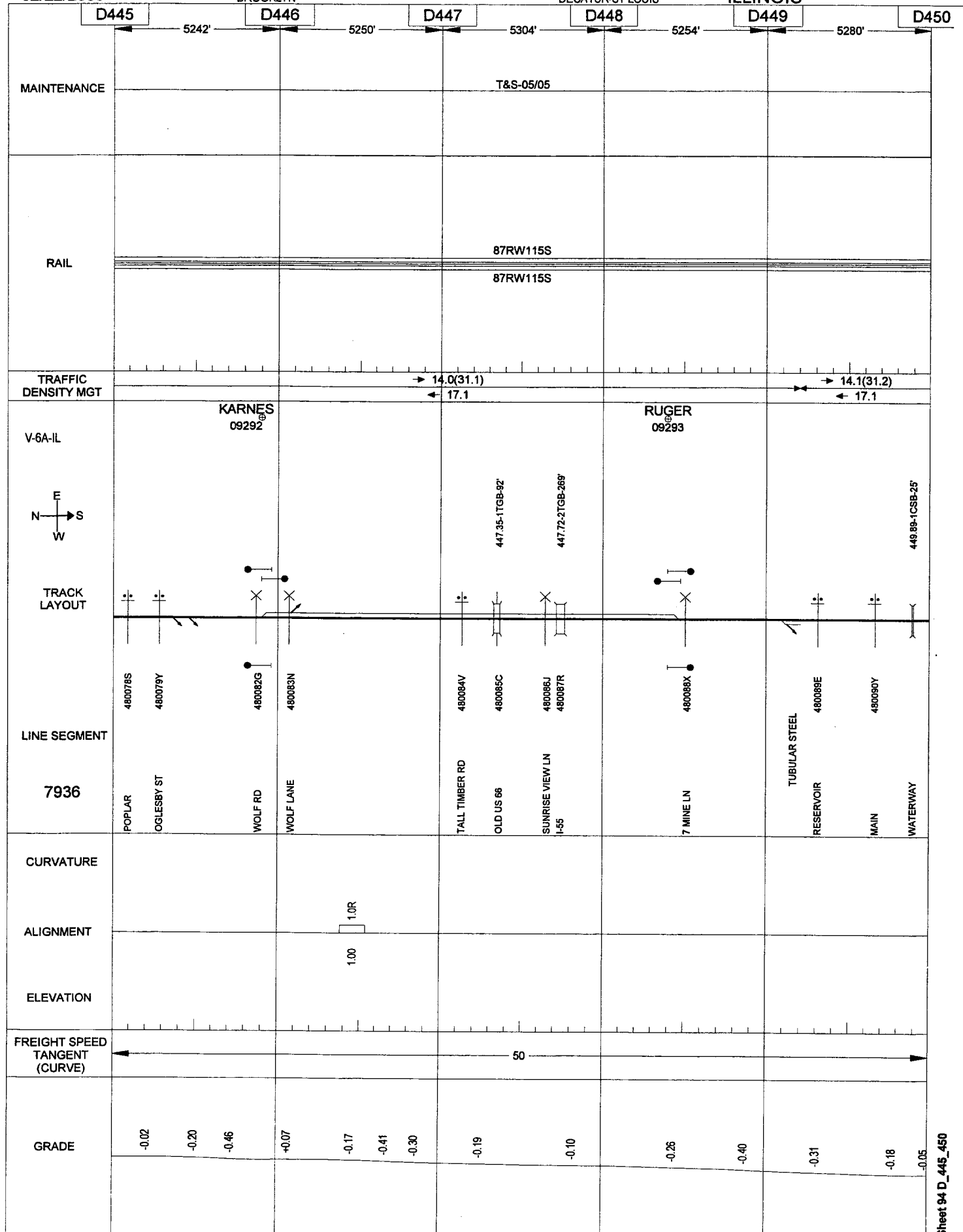
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050

DECATUR-ST LOUIS

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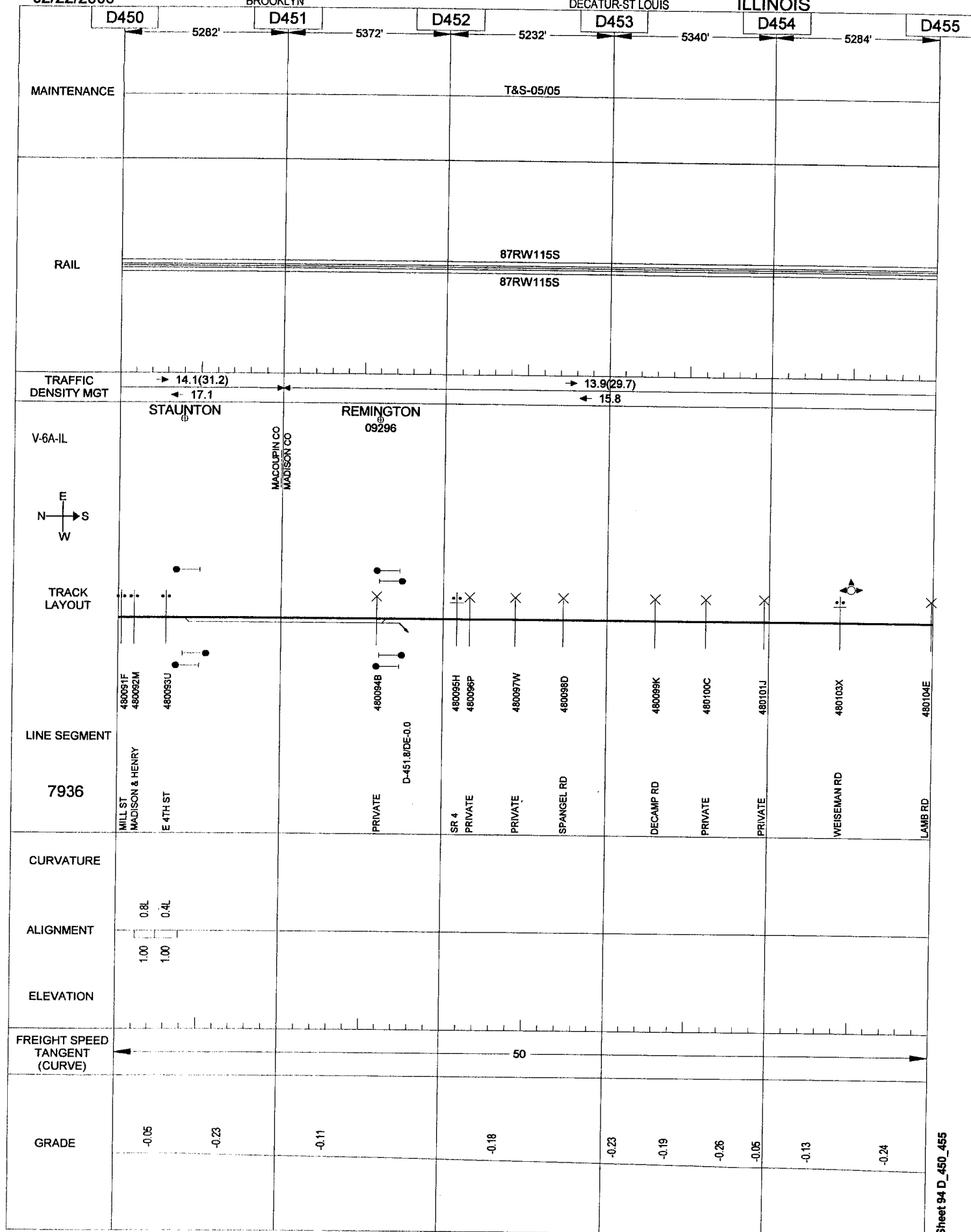
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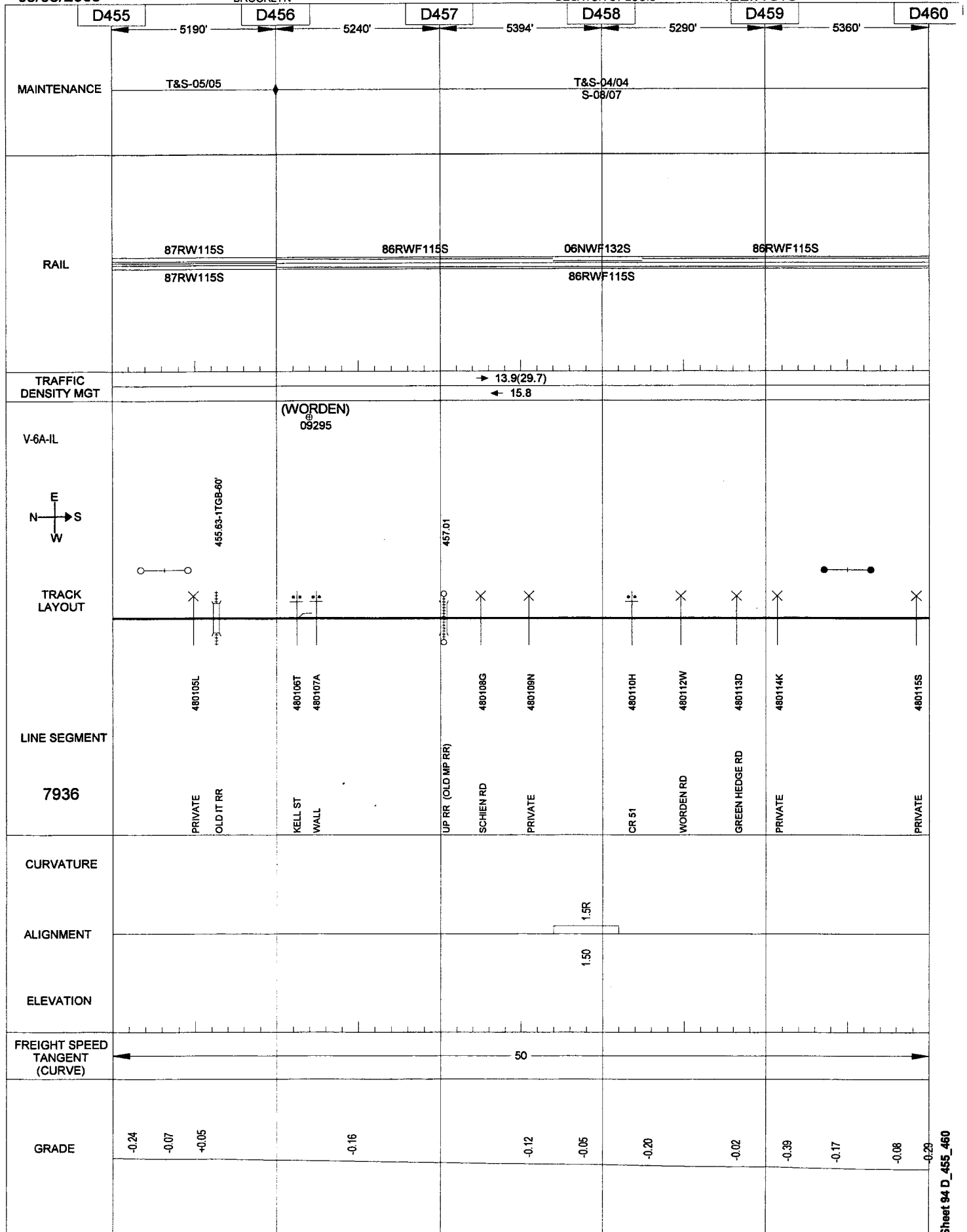
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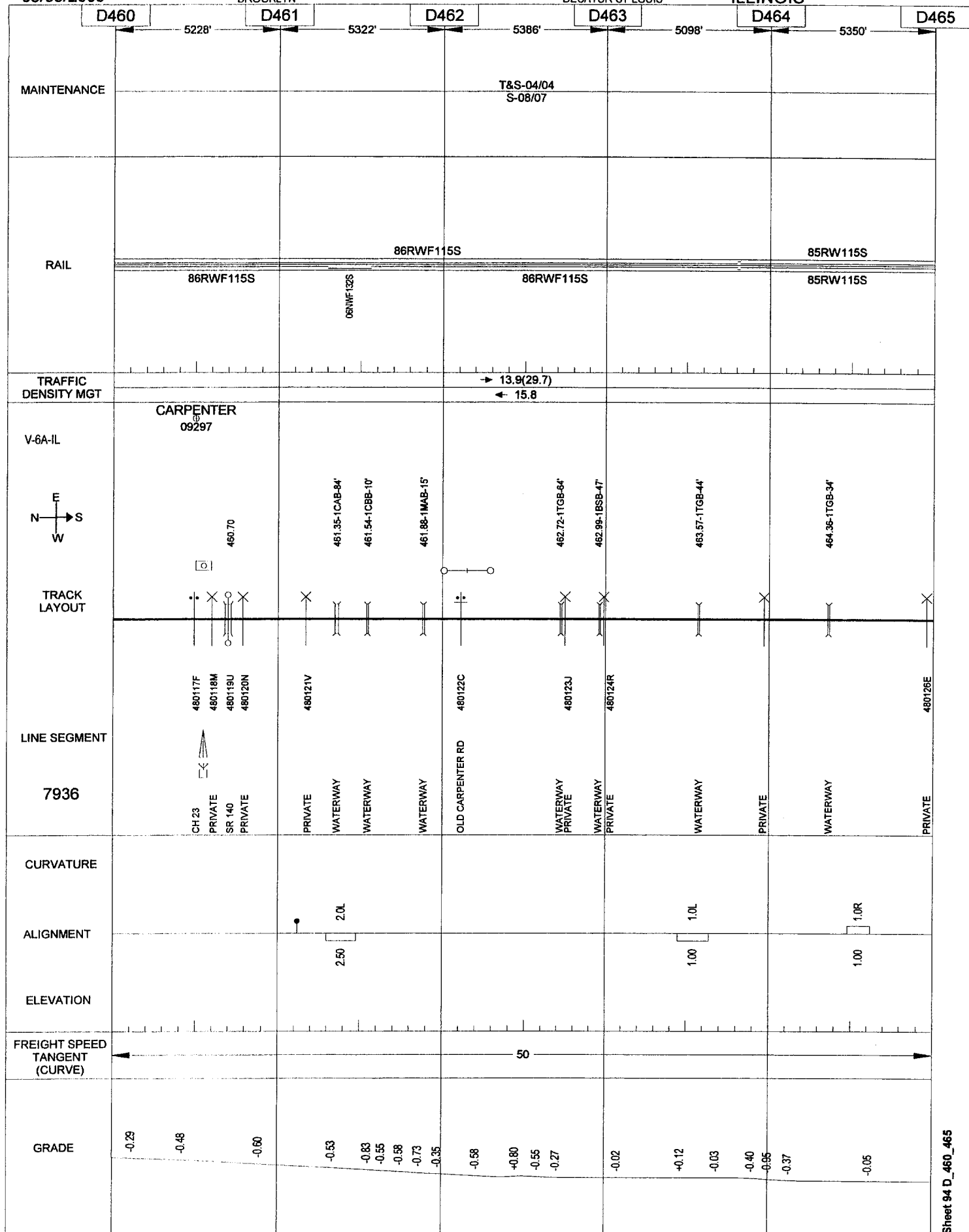
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DECATUR-ST LOUIS

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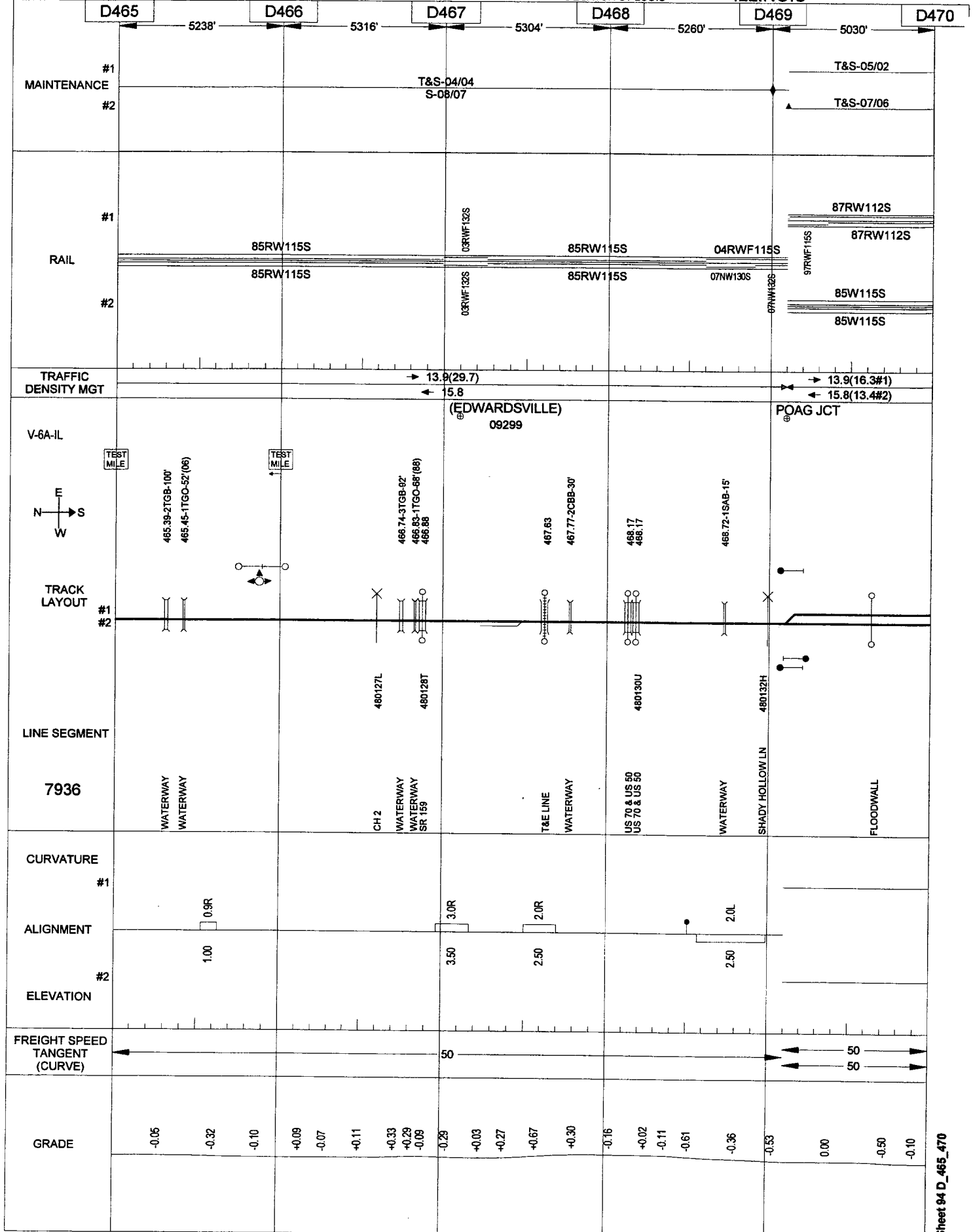
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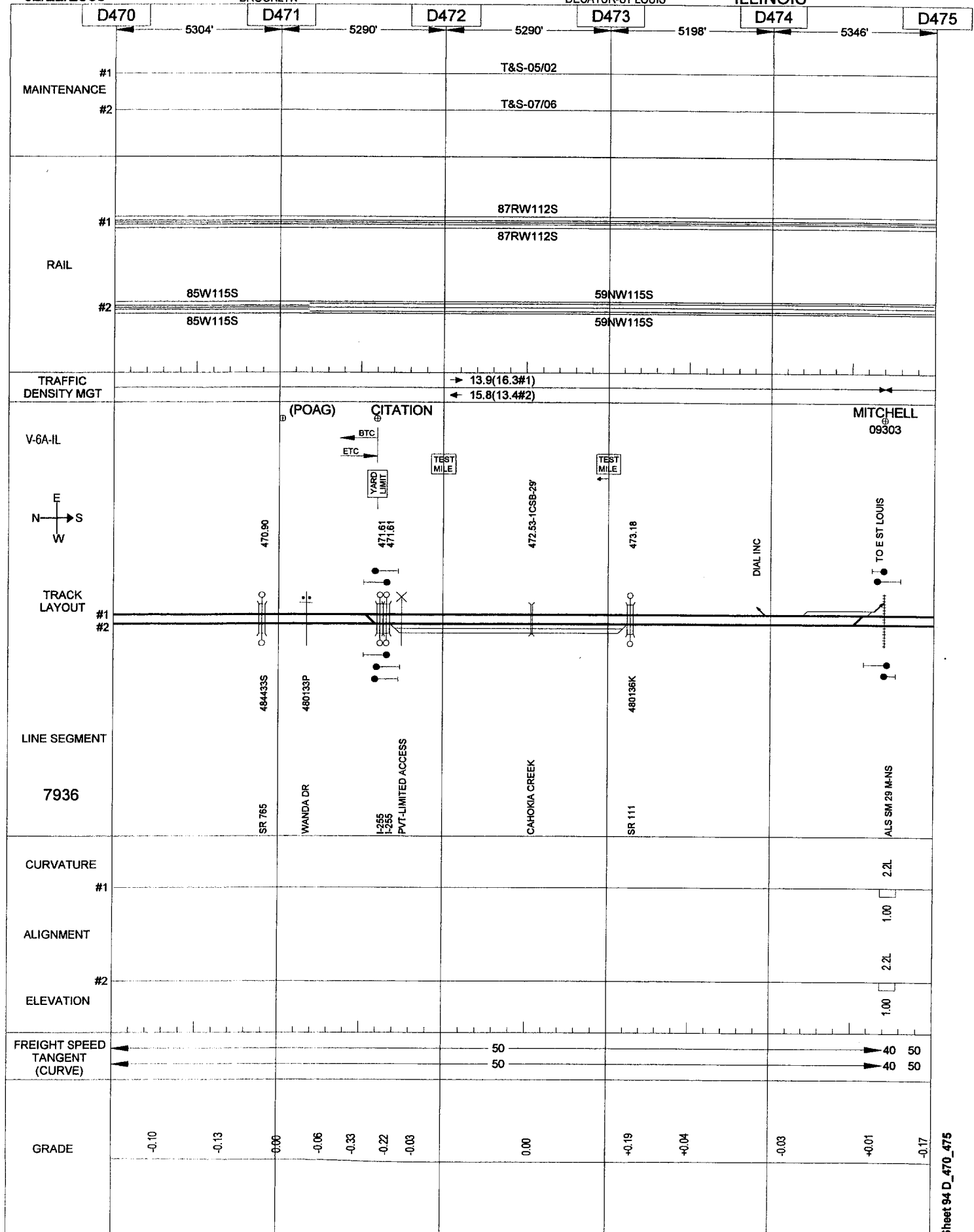
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BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



	D475	D476	D477	D478	D479	D480
	5424'	5388'	5178'	5366'	5288'	
MAINTENANCE	#1		T&S-05/02			
	#2		T&S-07/06			
RAIL	#1		87RW112S			
	#2	59NW115S	86RWF115S			
TRAFFIC DENSITY MGT			→ 10.4(12.7#1) ← 12.7(10.4#2) (NAMEOKI) 09305	25TH STREET 09306		
V-6A-IL V-6B-IL						
TRACK LAYOUT	#1					
	#2					
LINE SEGMENT						
7936						
CURVATURE	#1					
ALIGNMENT	#2					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			50			35
			50			35
GRADE	-0.17	-0.05	+0.01	-0.09	-0.05	-0.19
				+0.01	+0.12	+0.01
				-0.05	-0.21	-0.02
						+0.12

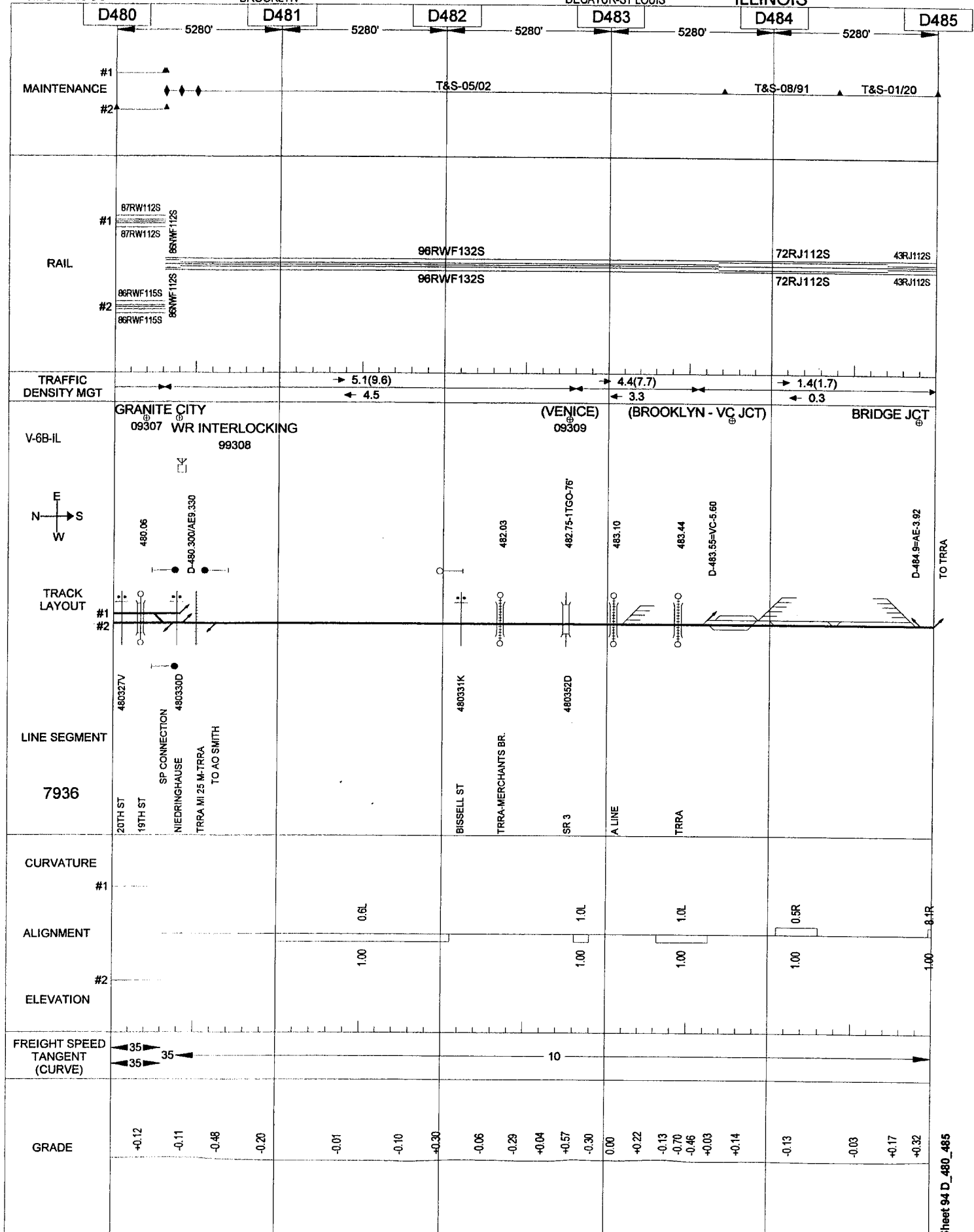
02/22/2008

057

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



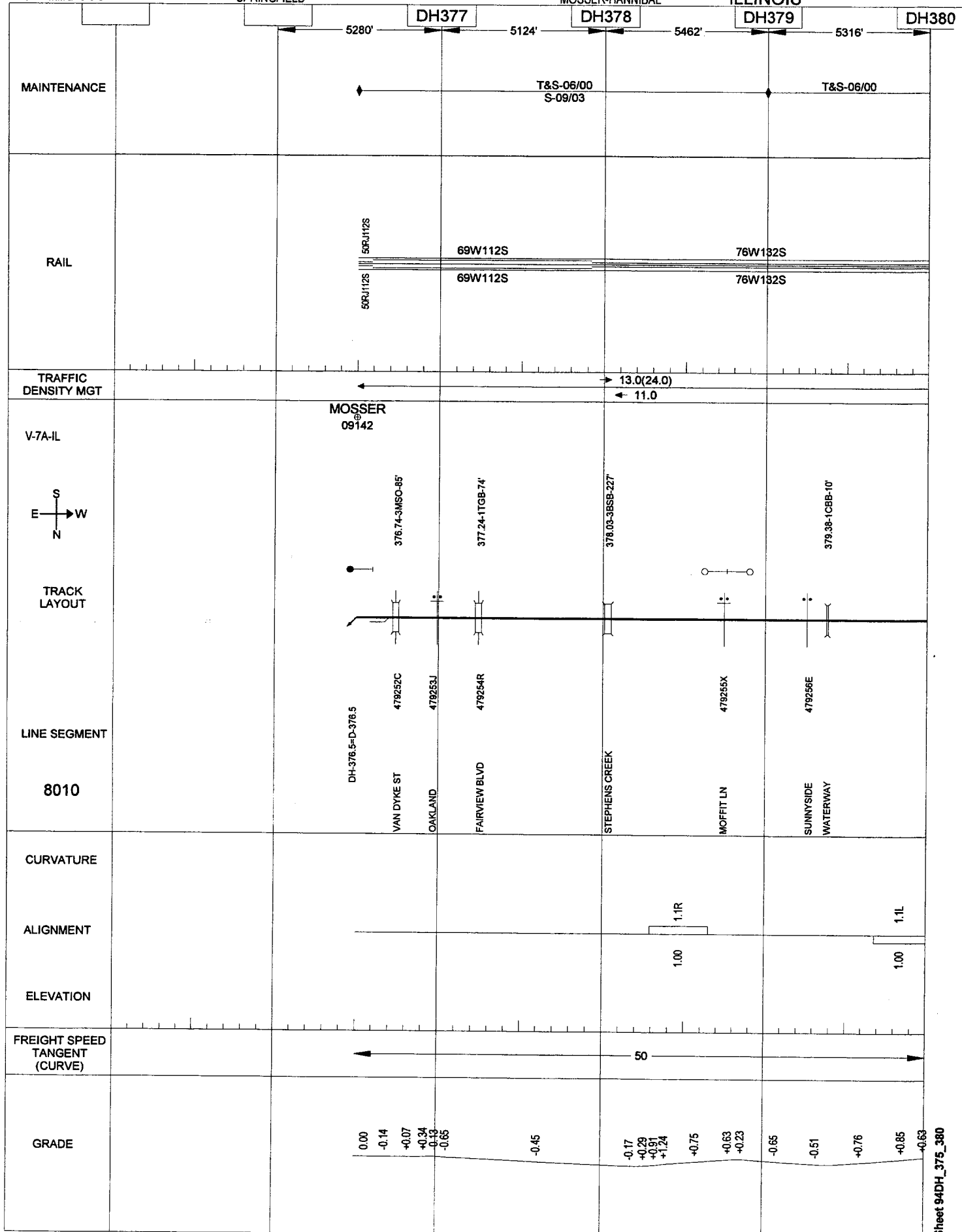
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SPRINGFIELD

058

MOSSER-HANNIBAL

ILLINOIS



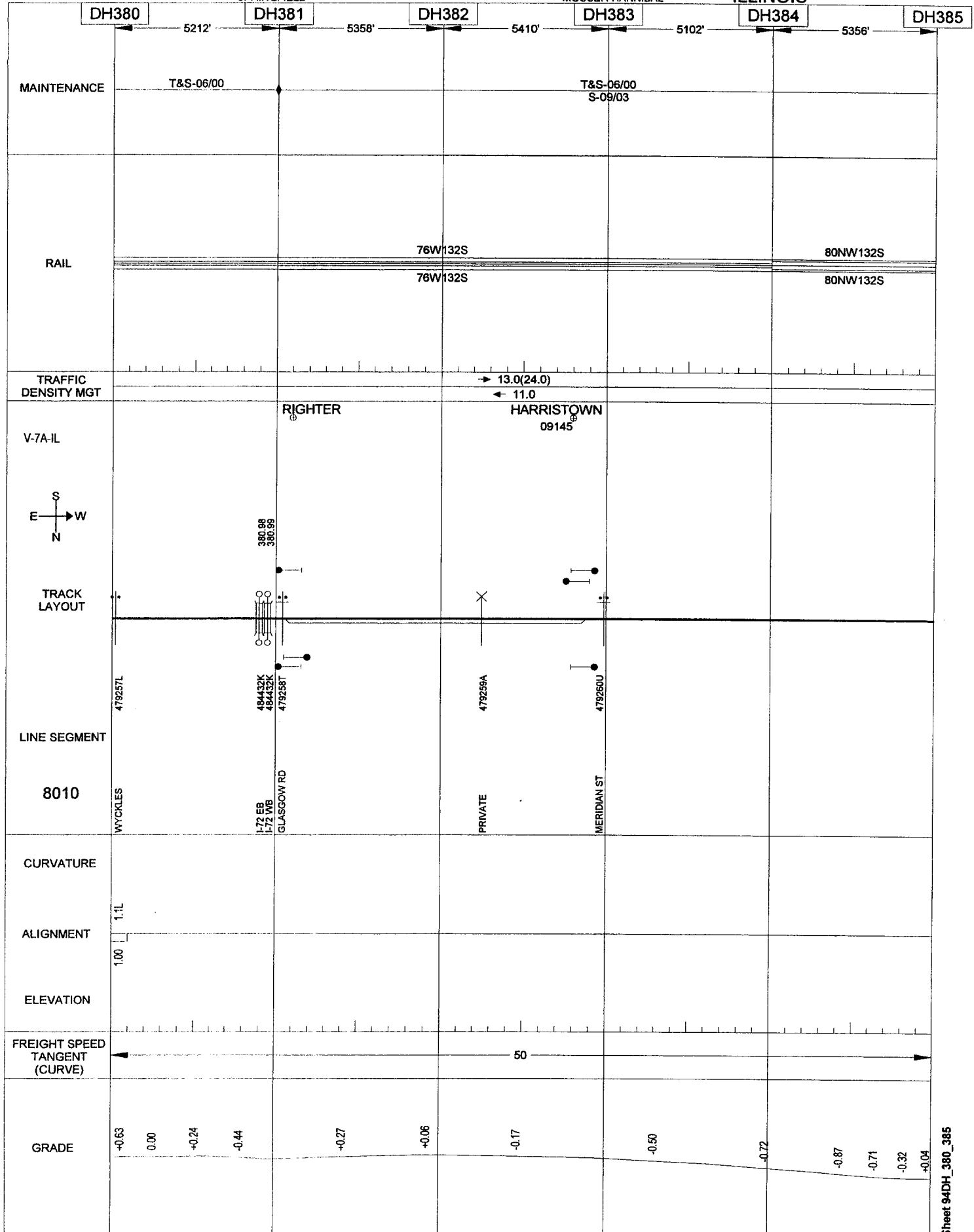
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SPRINGFIELD

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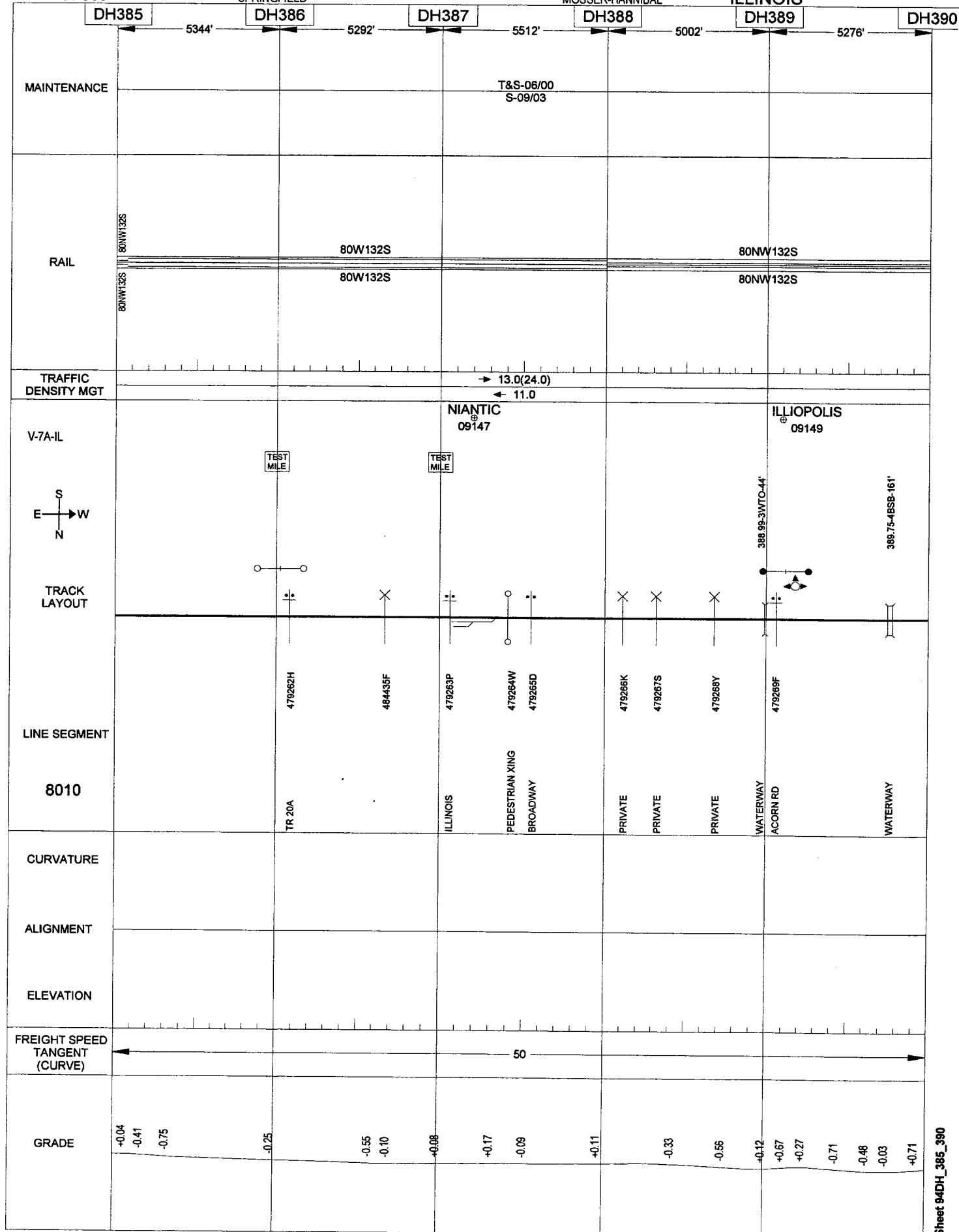
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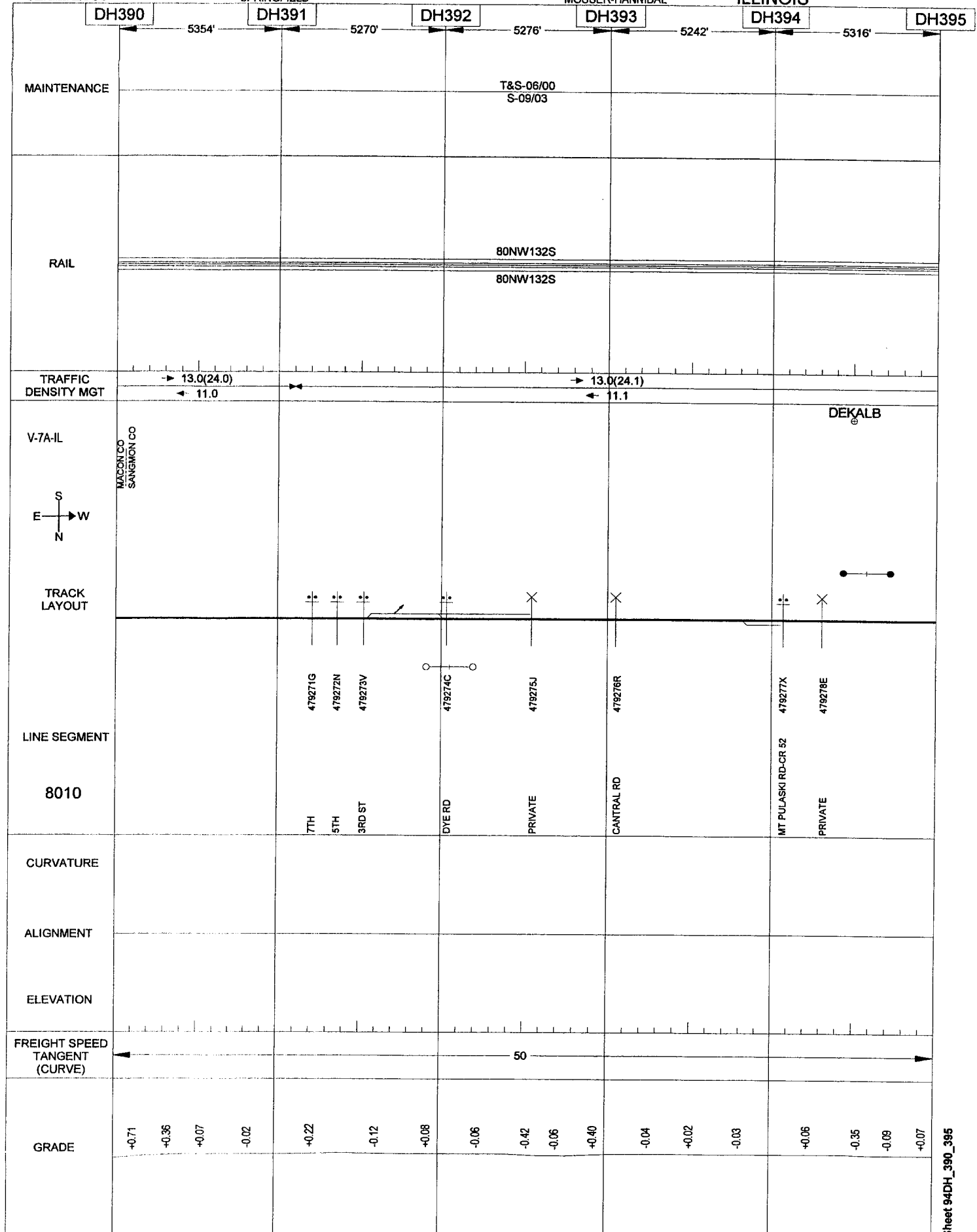
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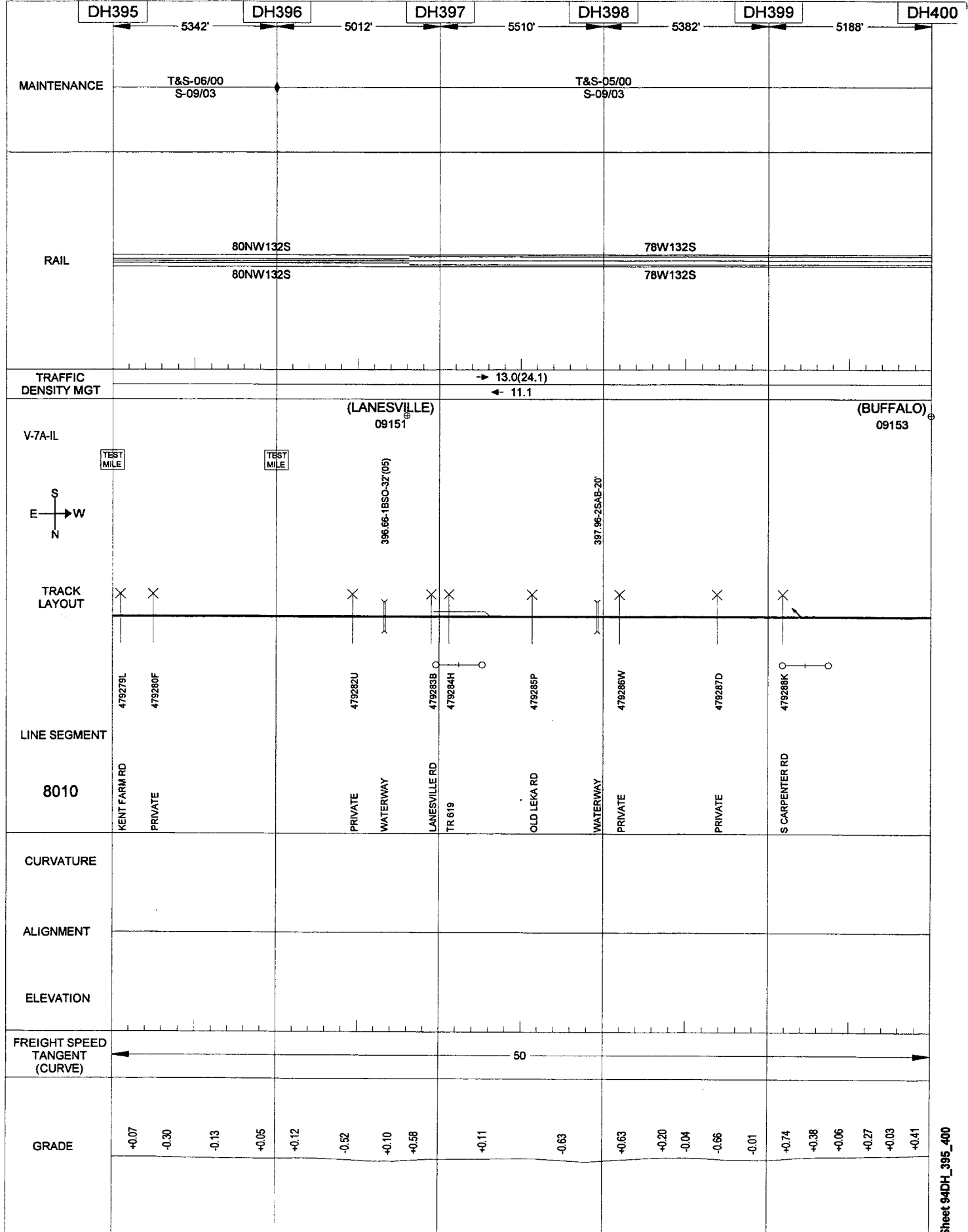
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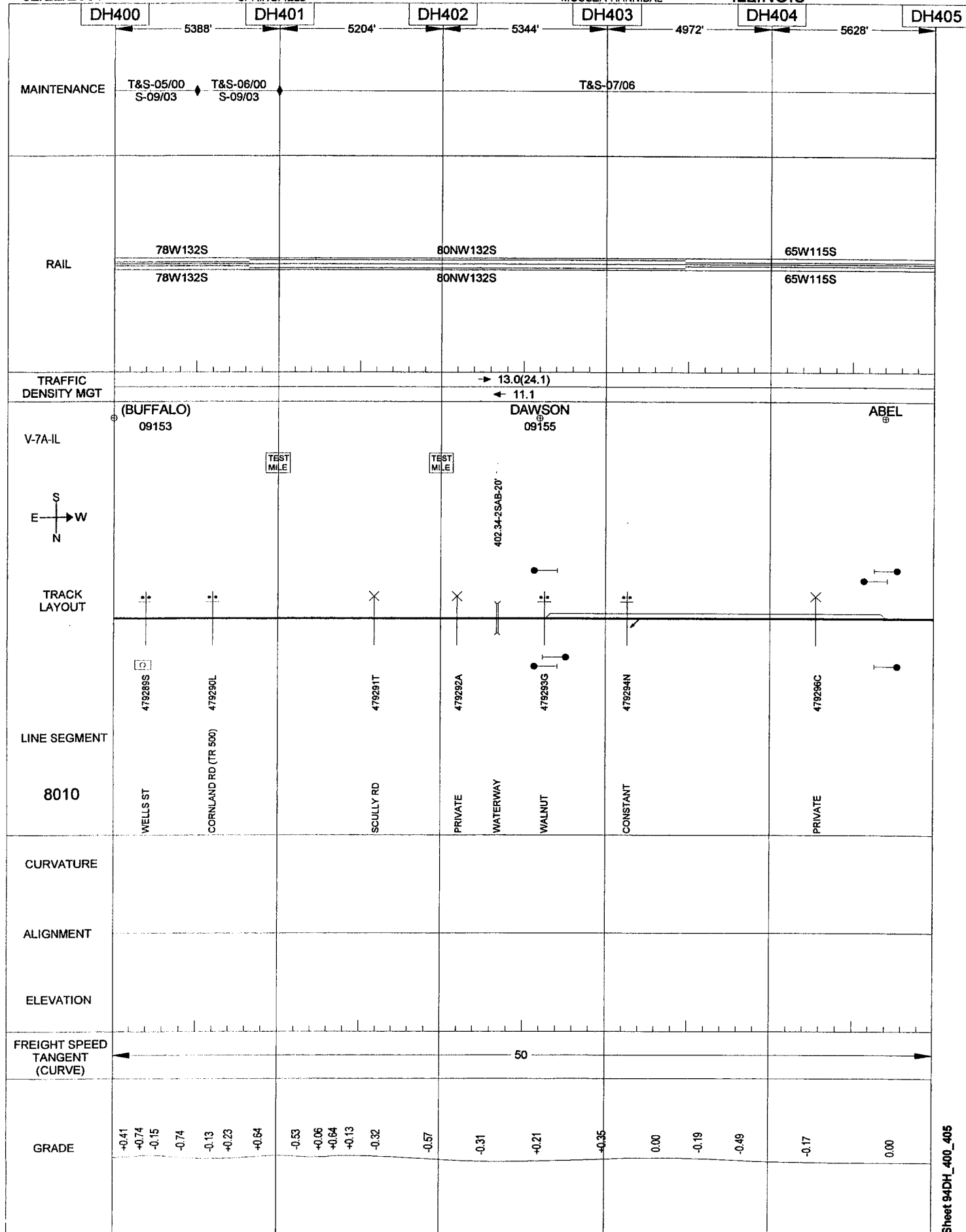
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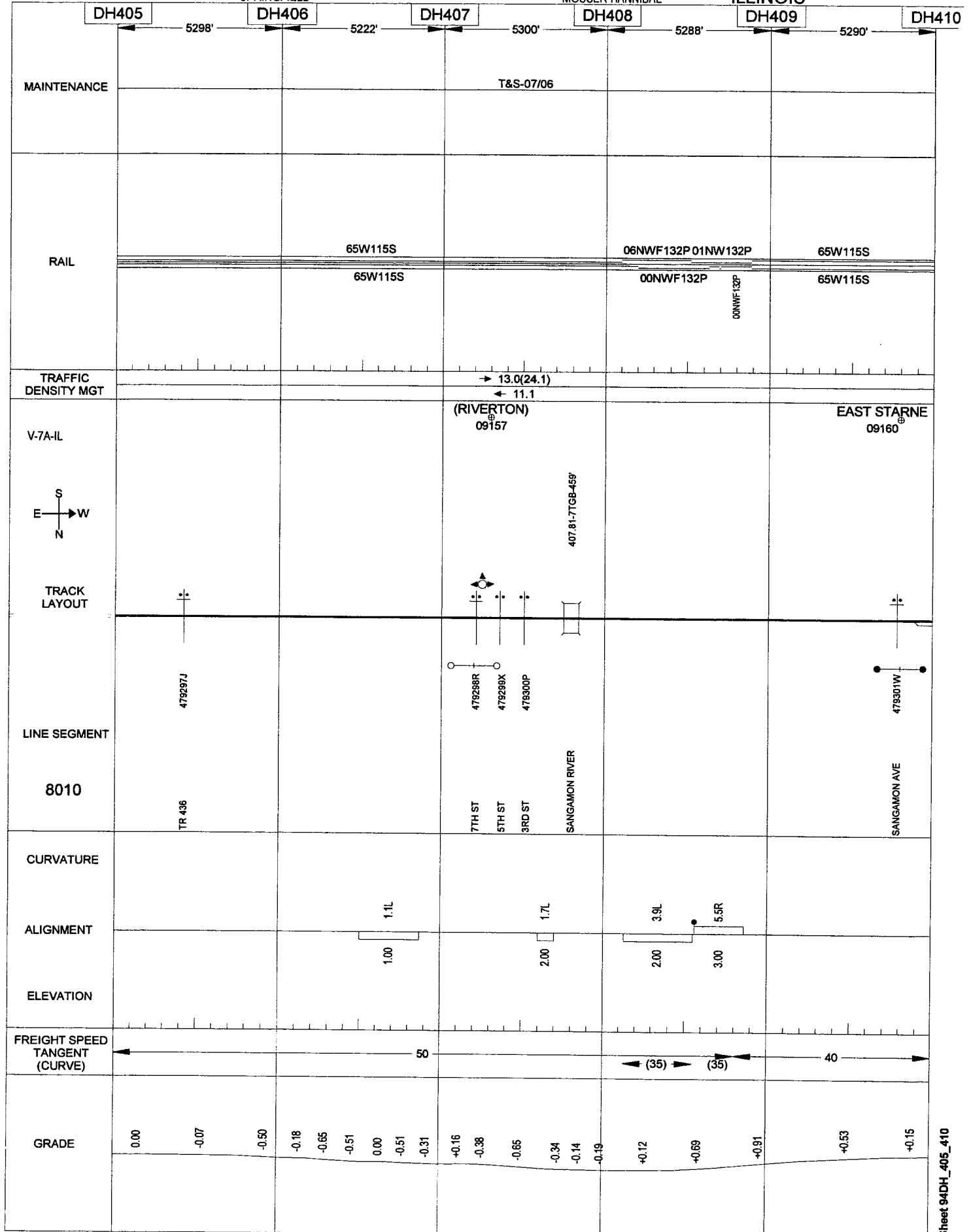
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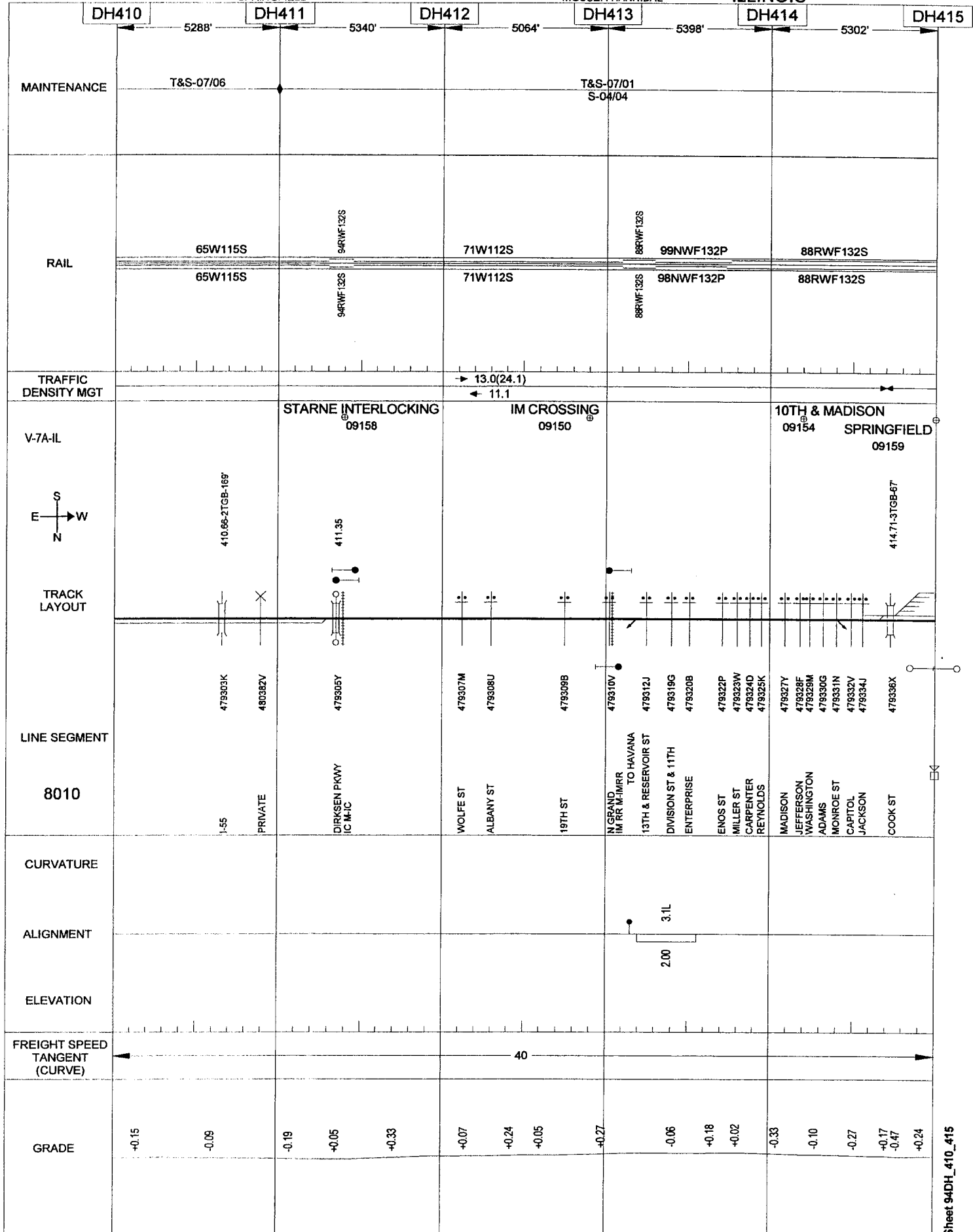
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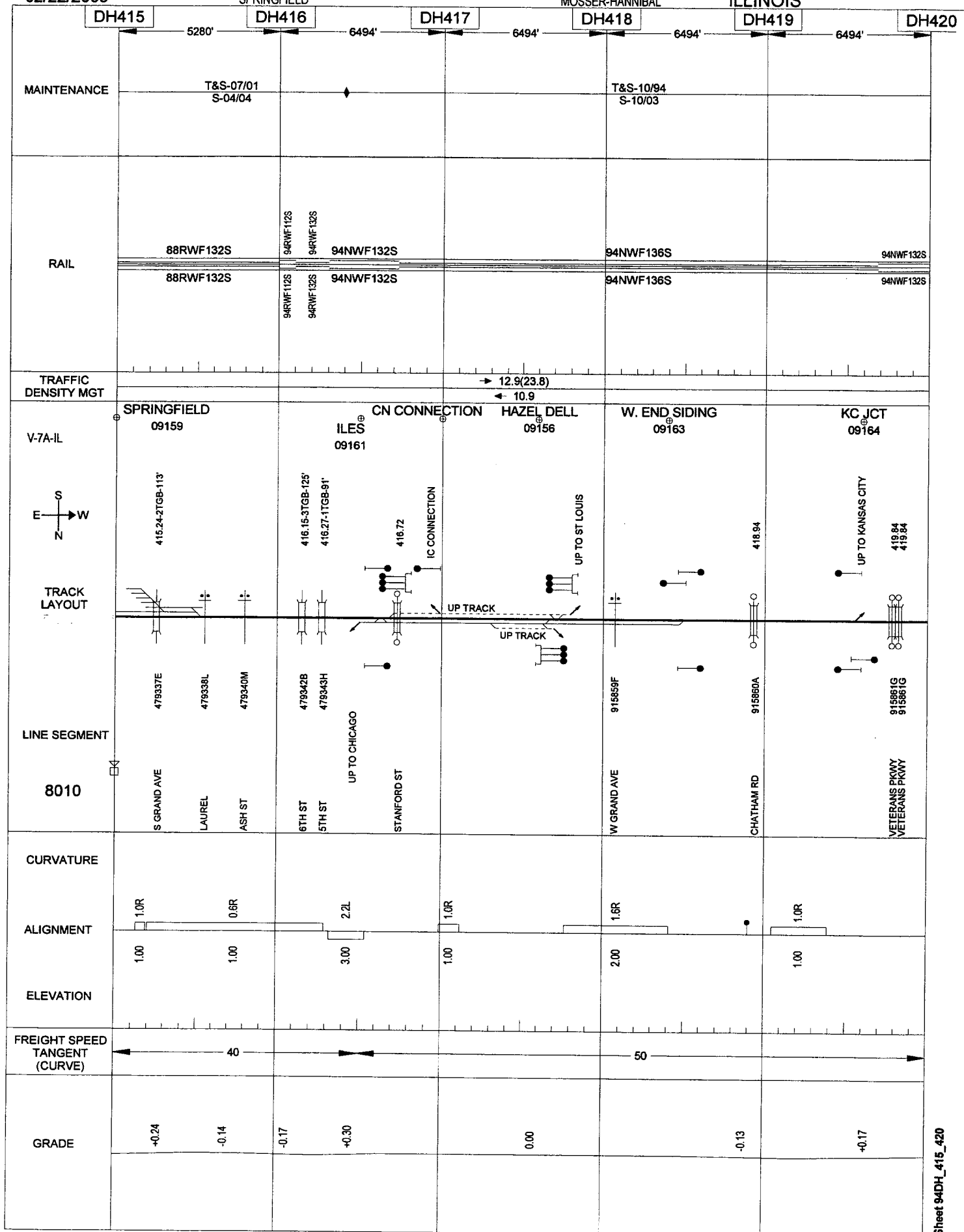
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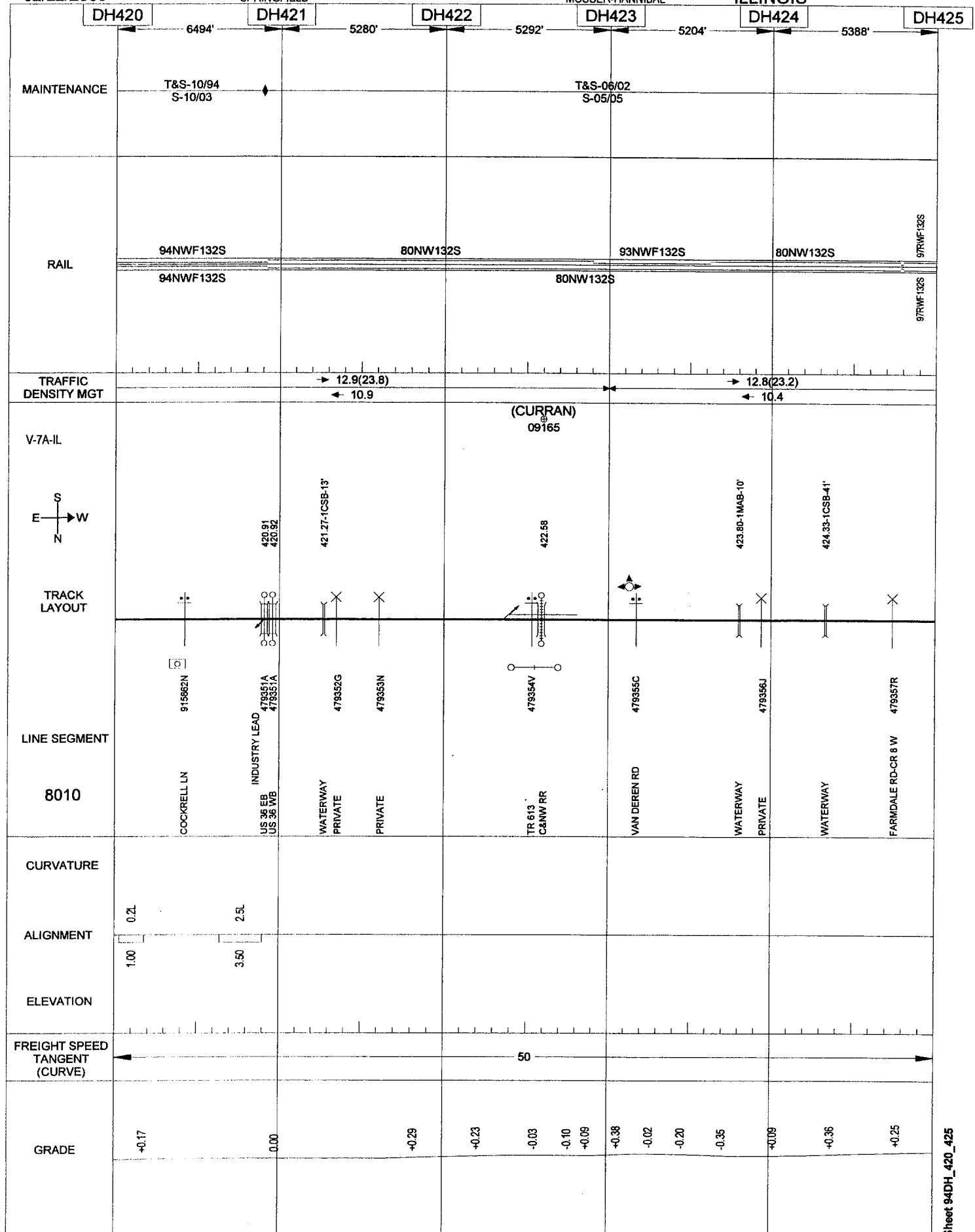
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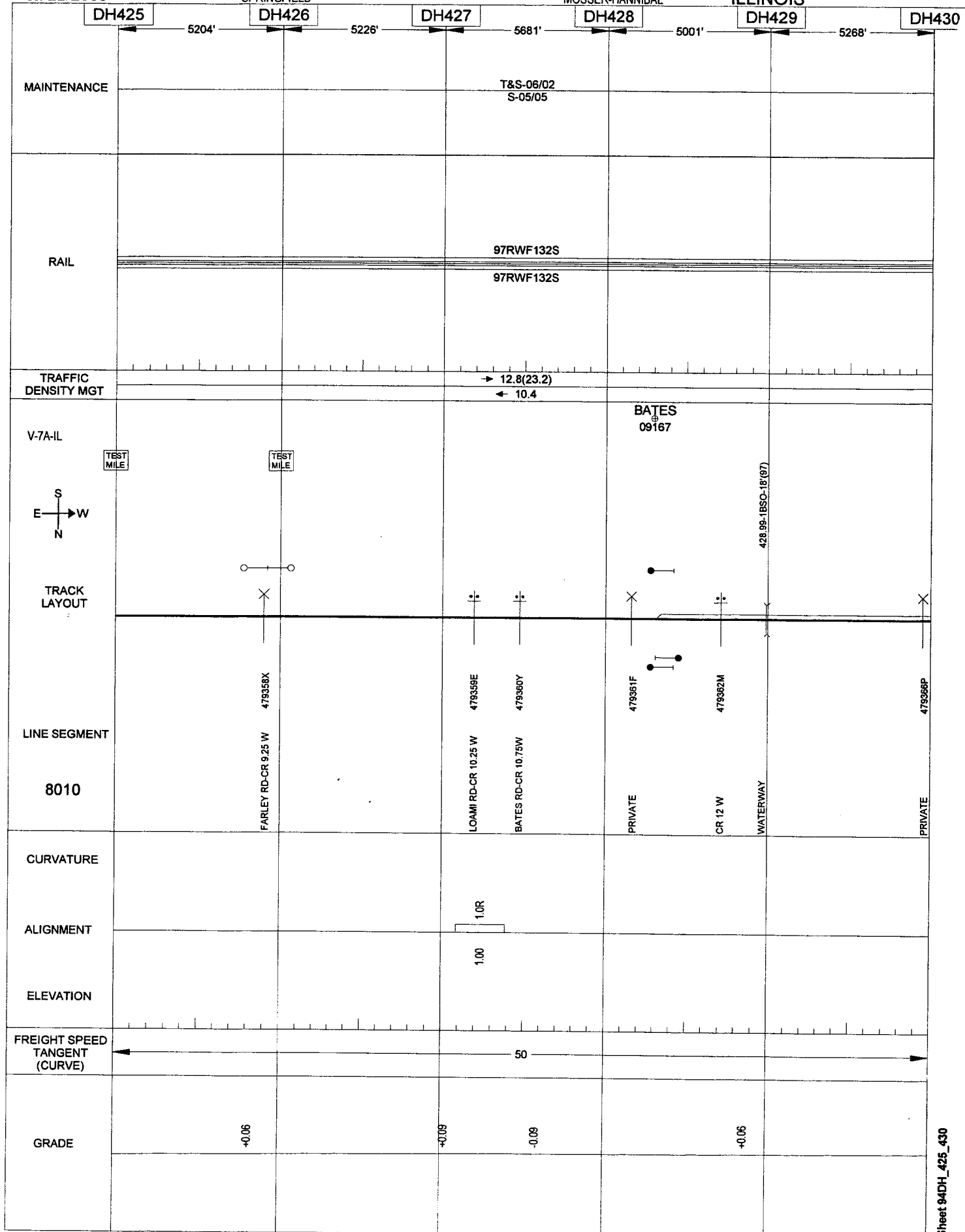
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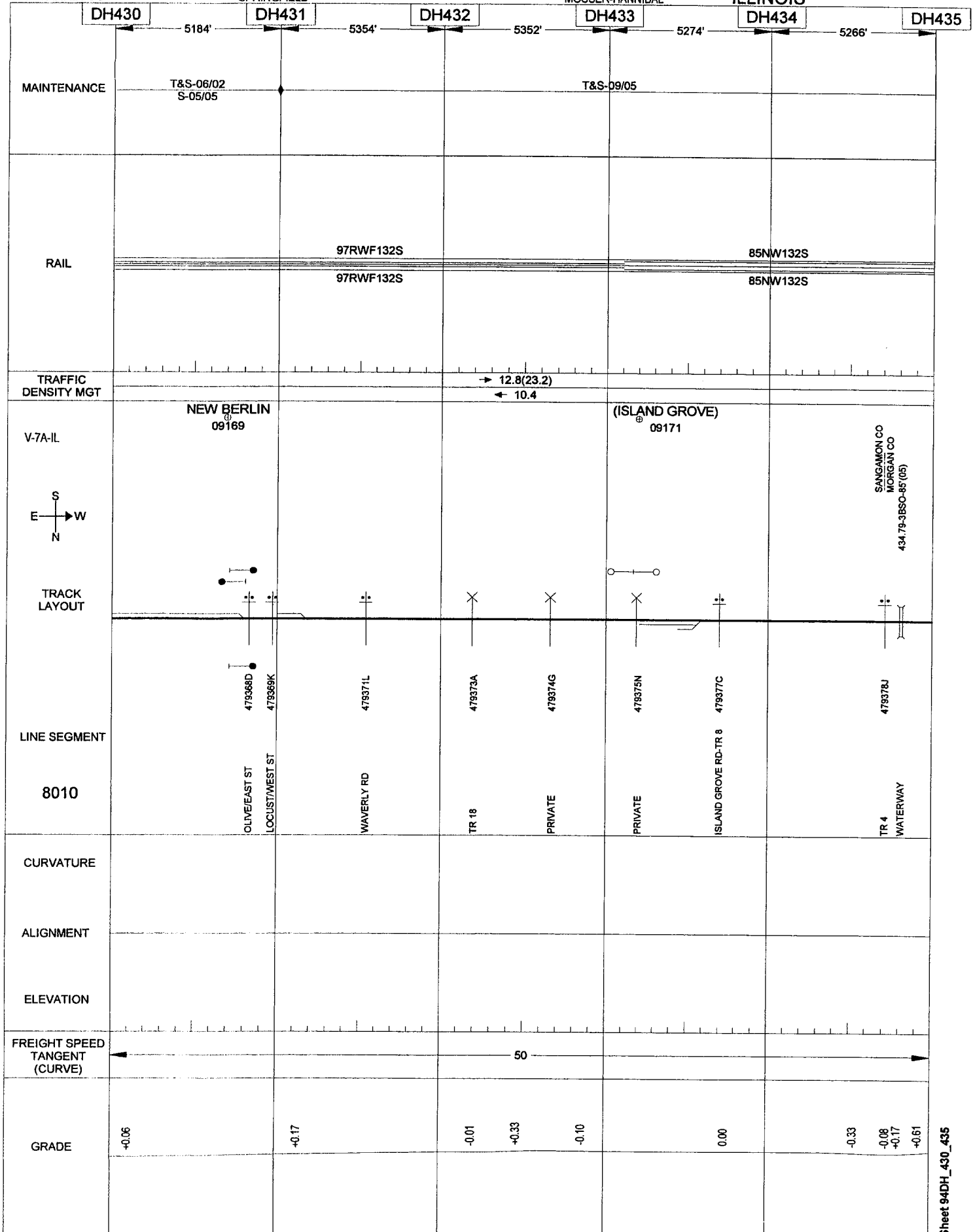
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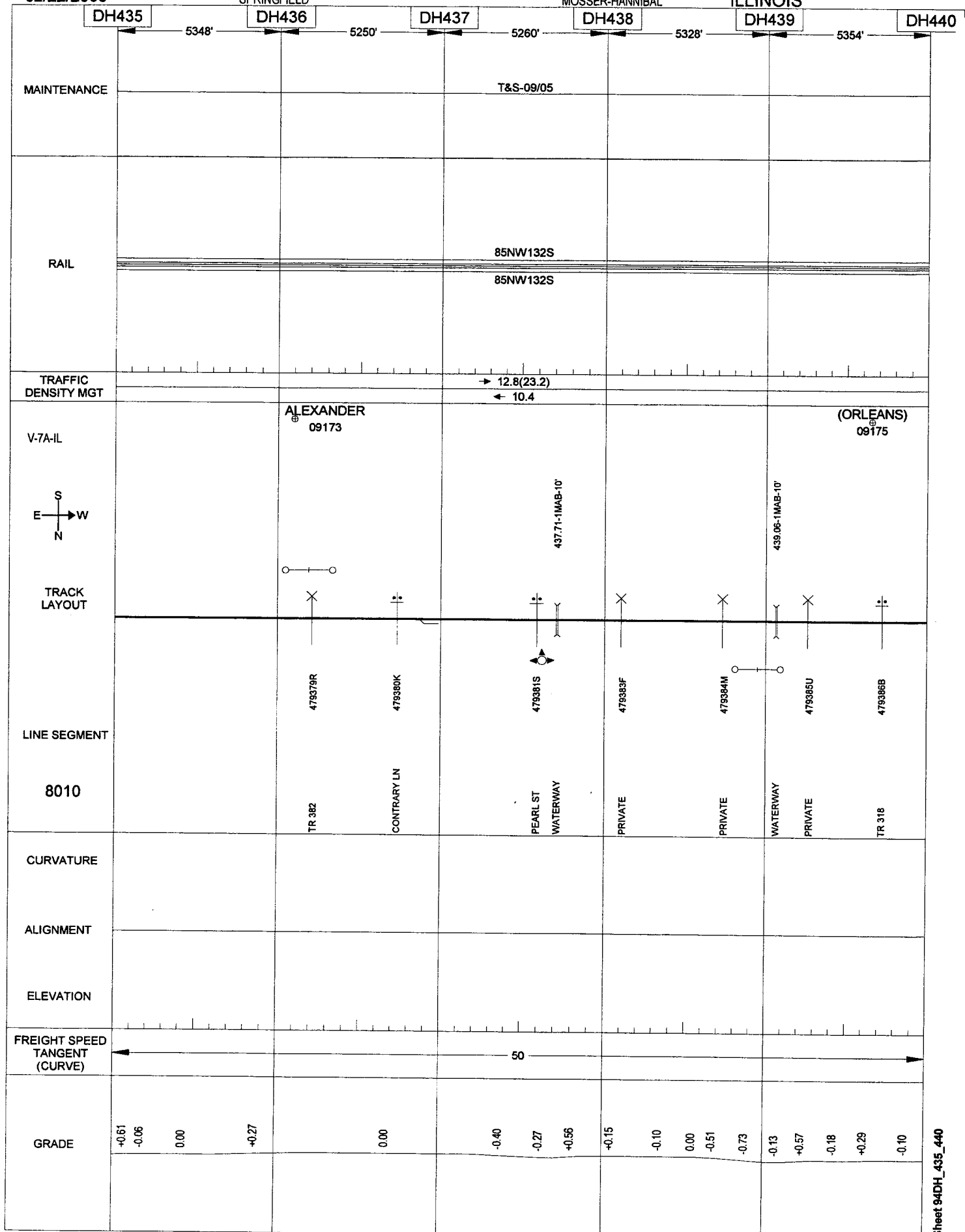
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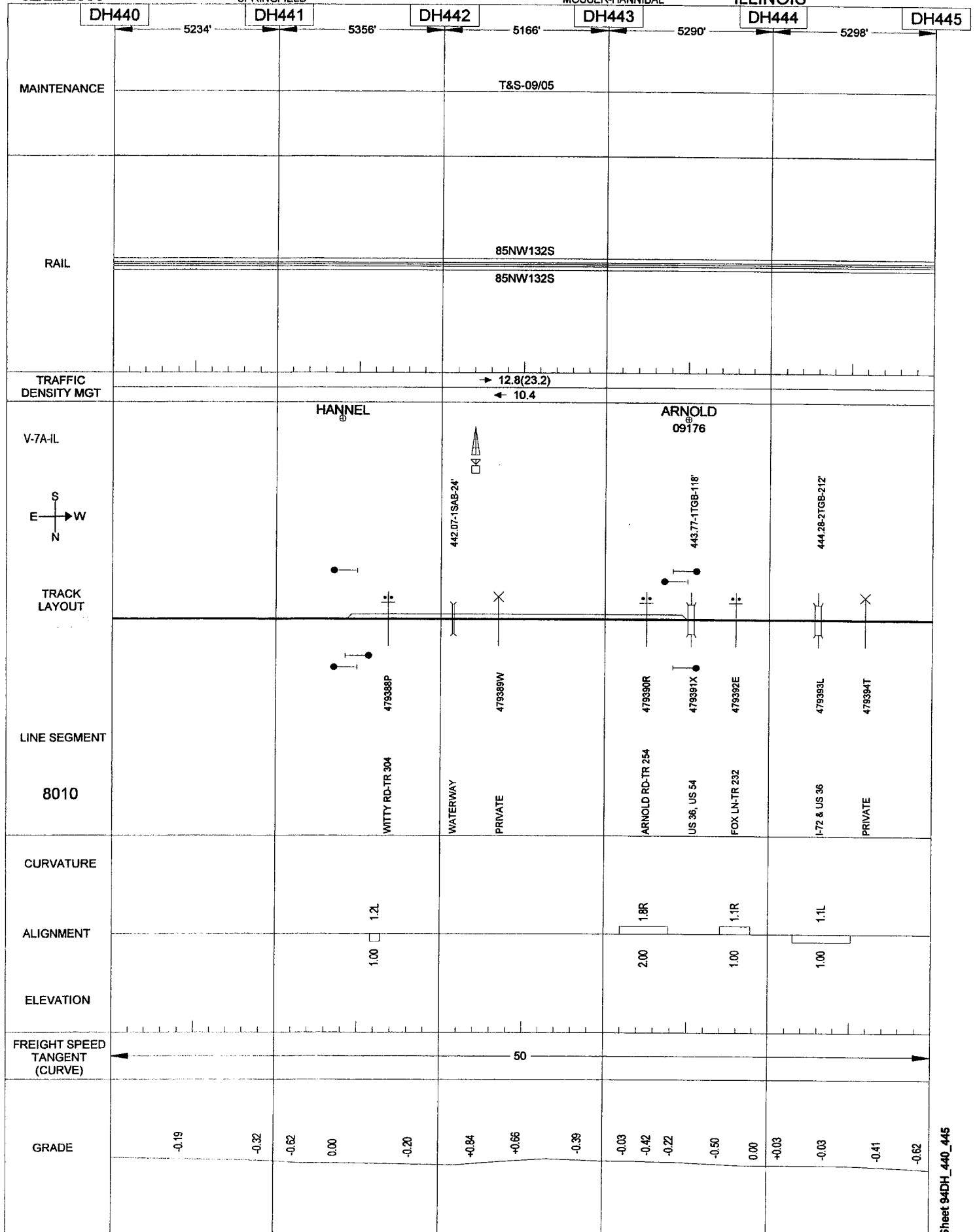
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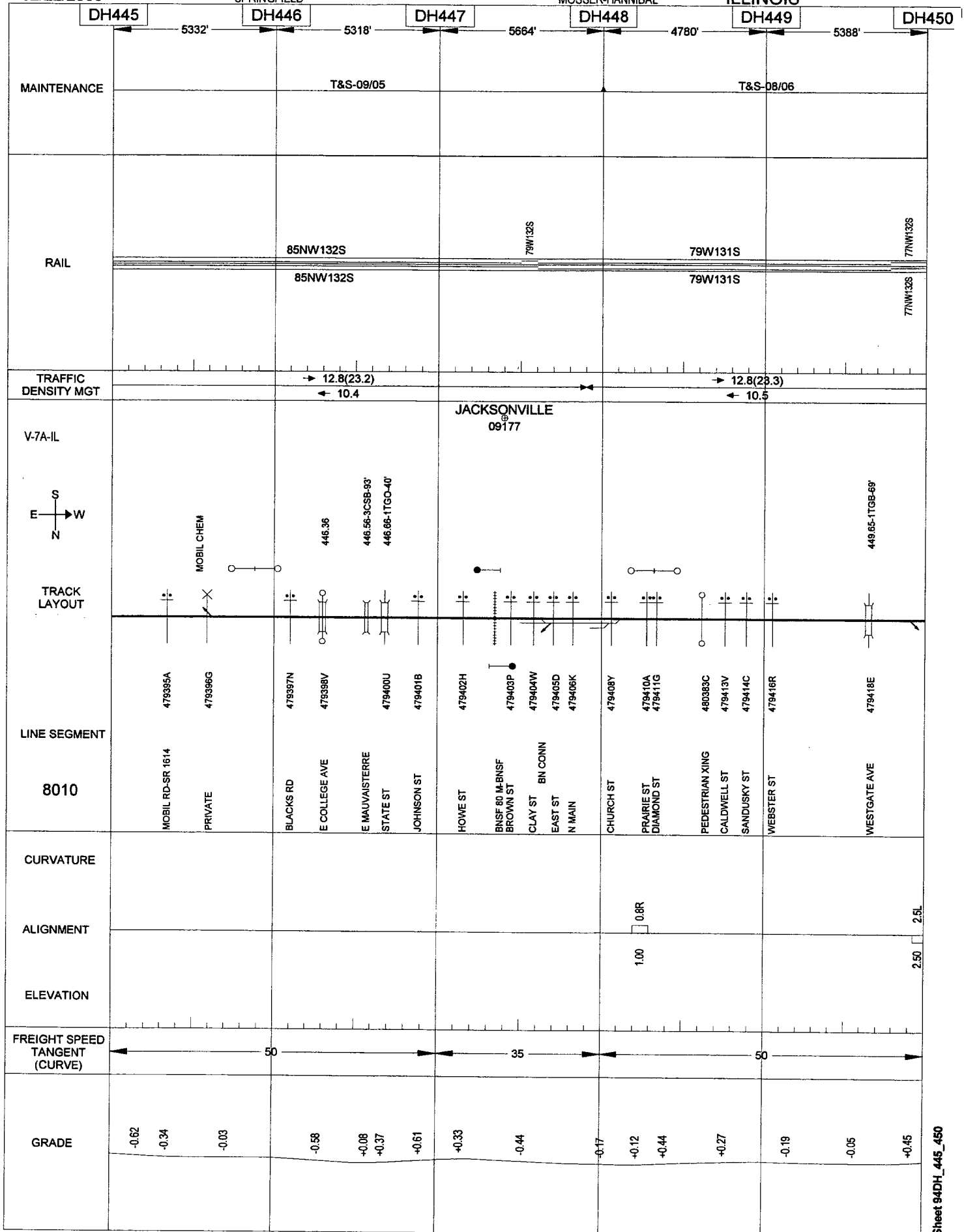
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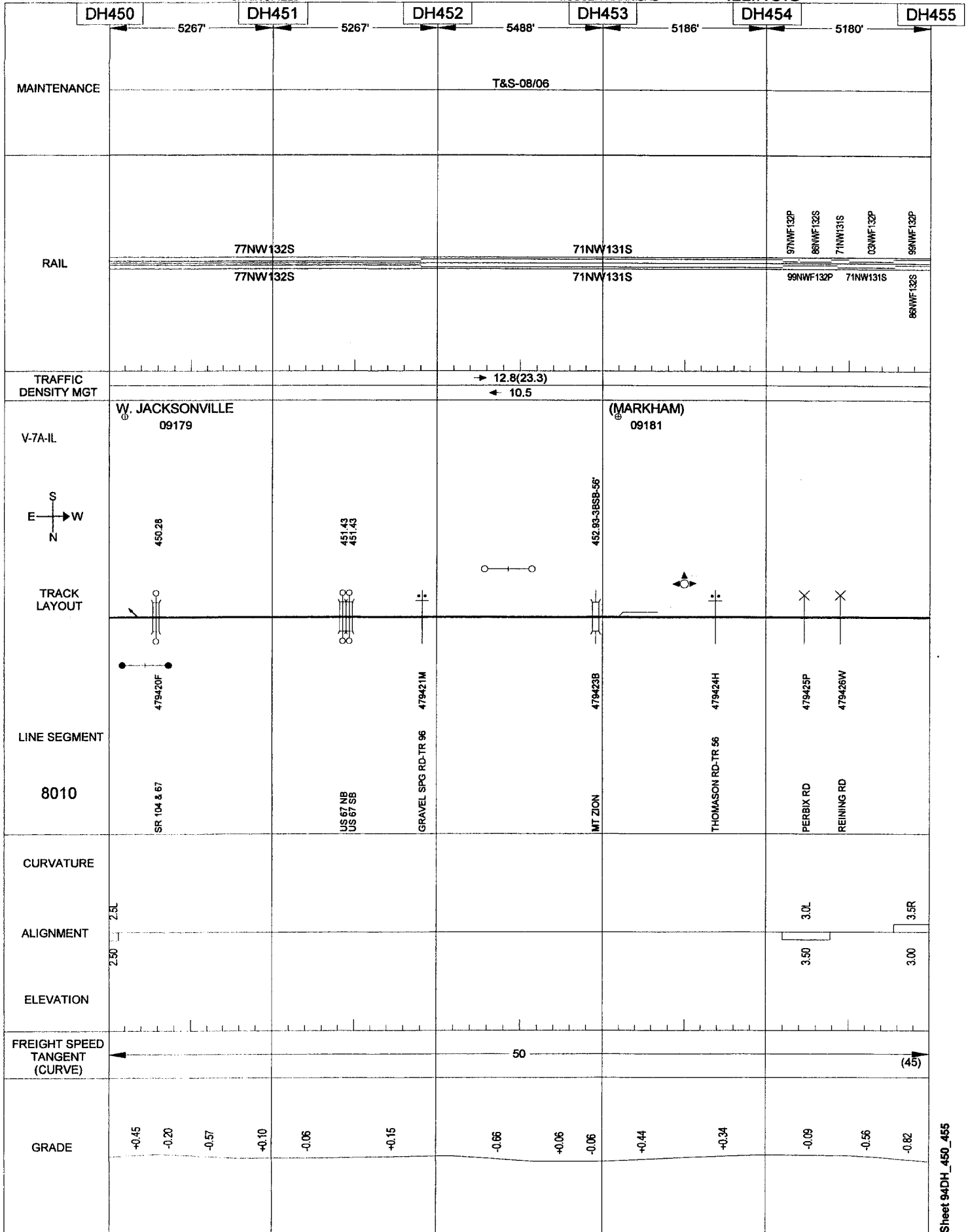
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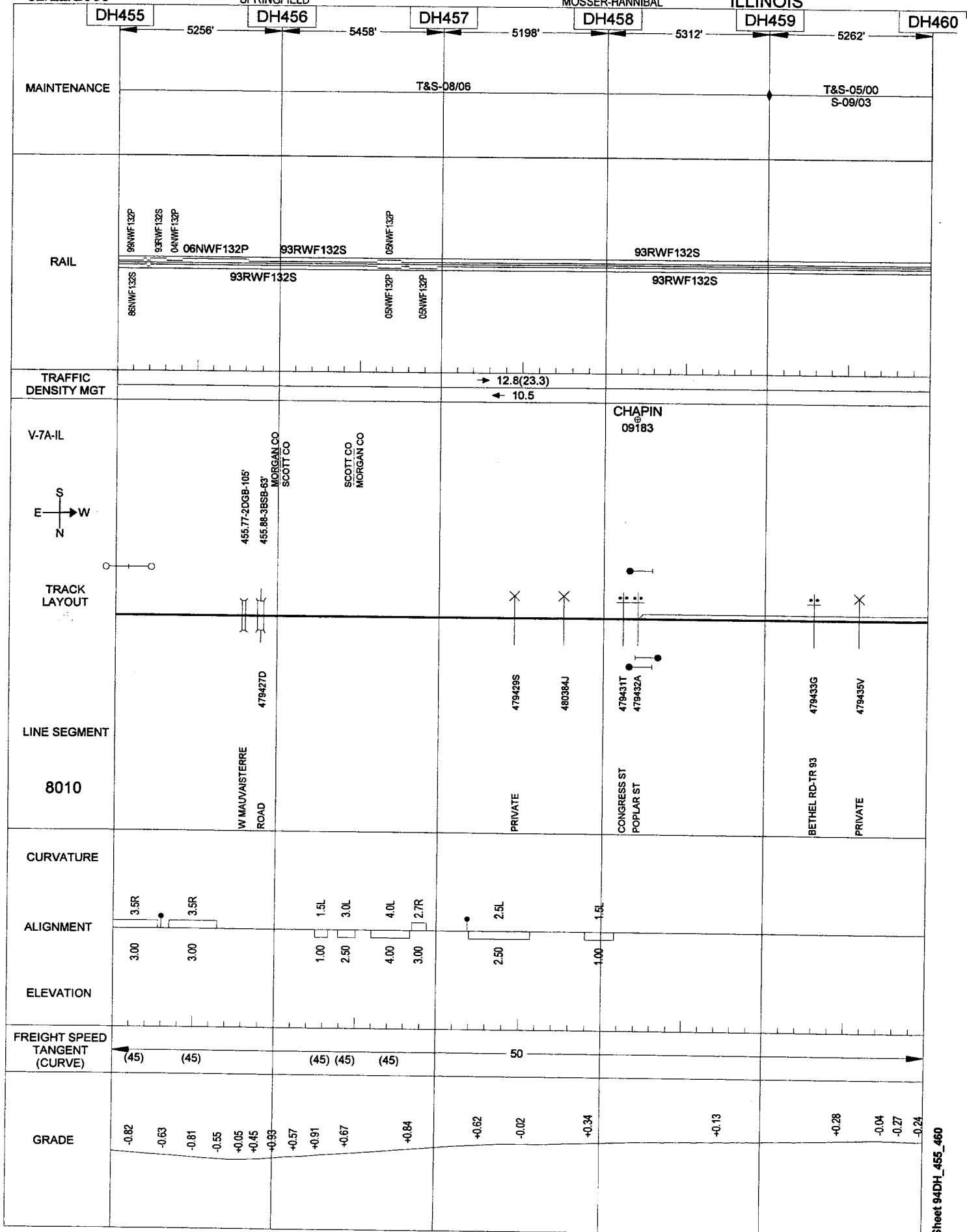
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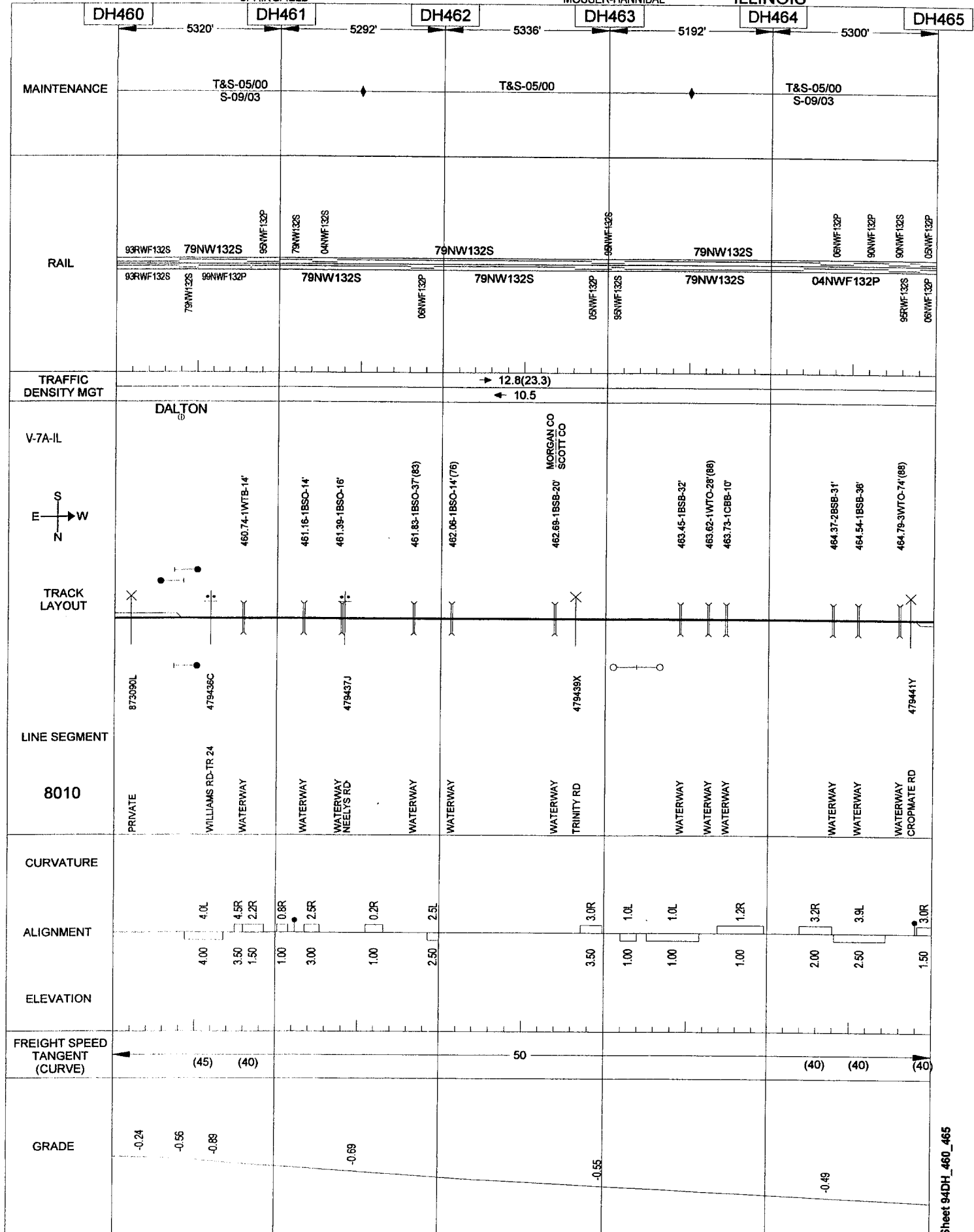
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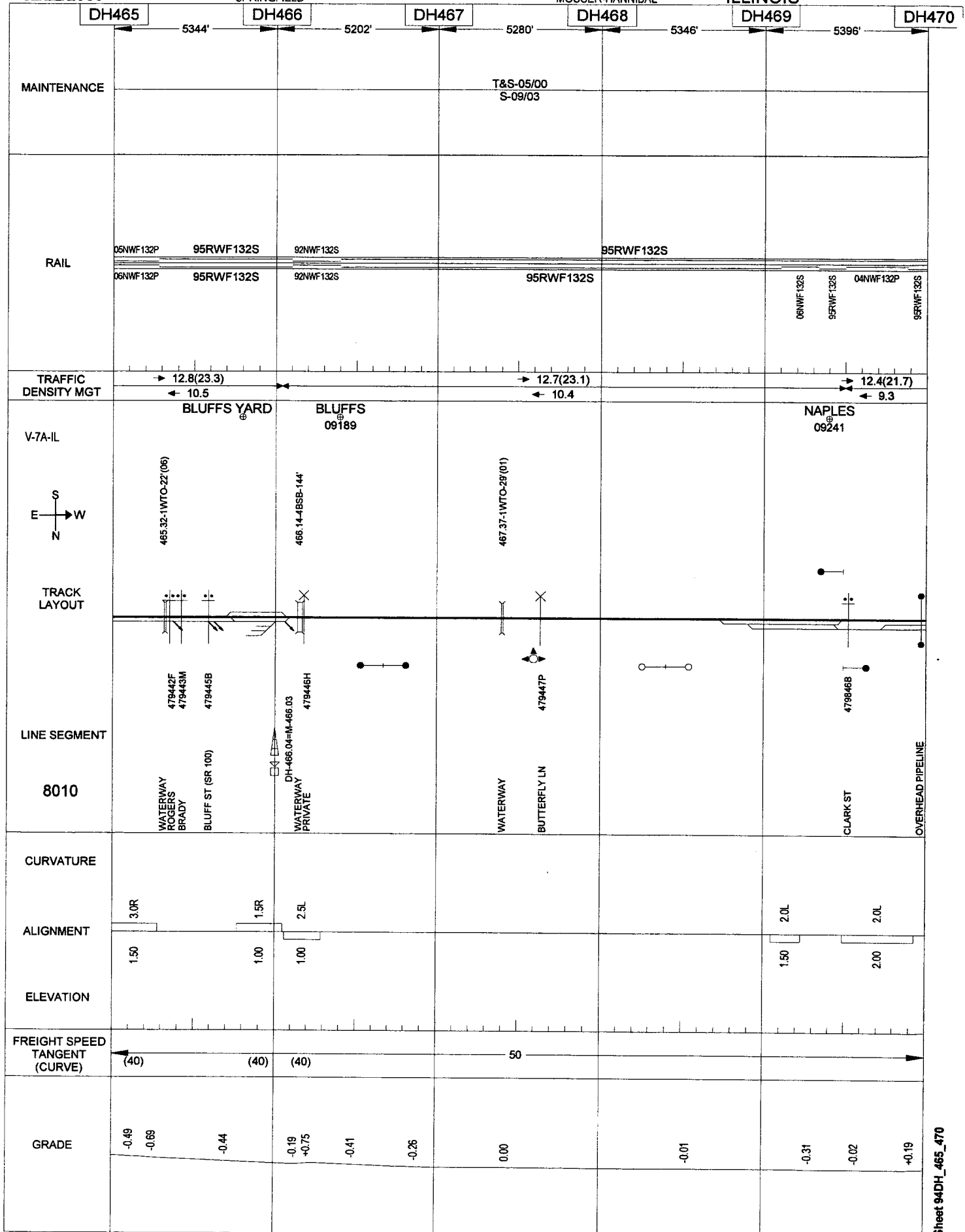
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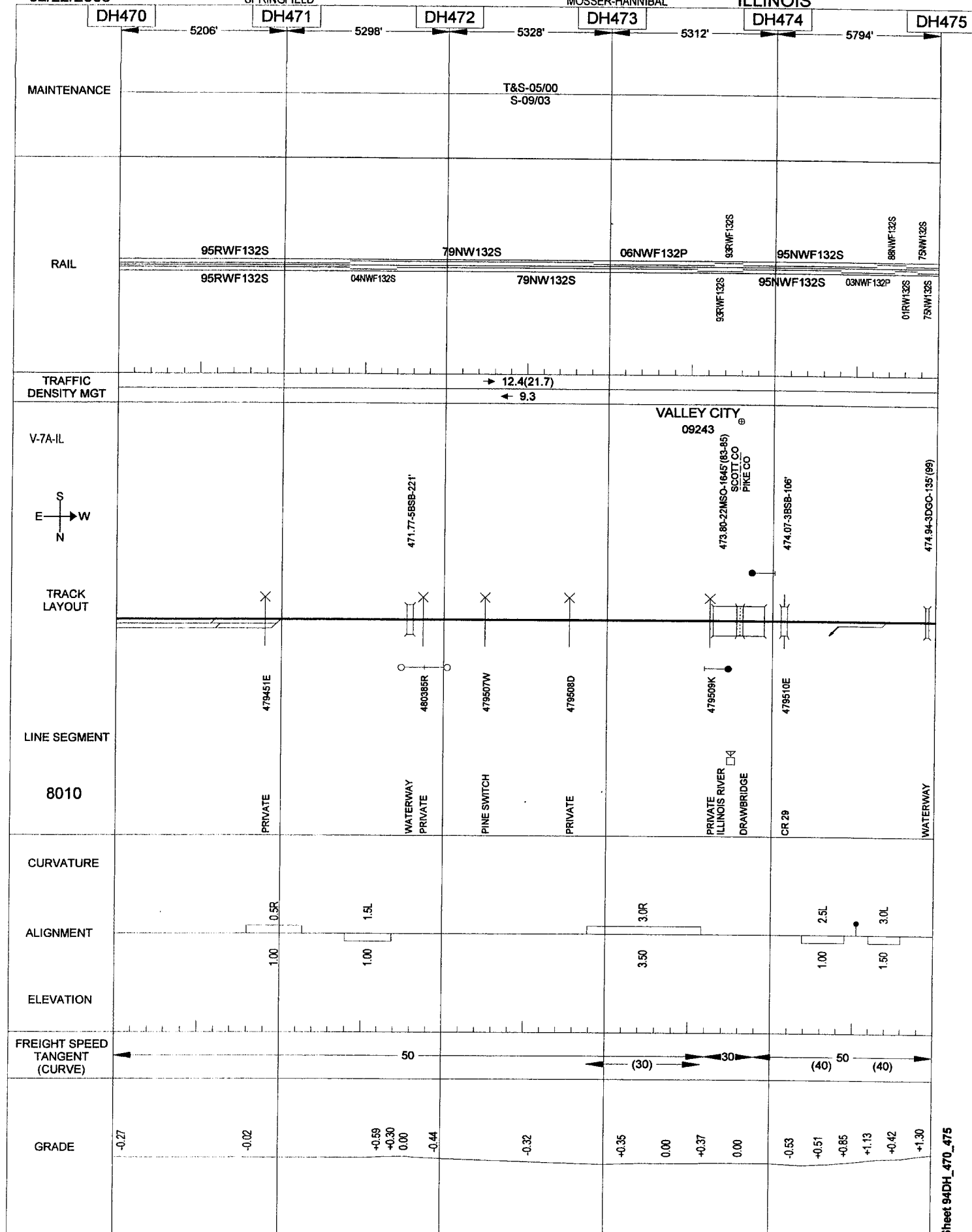
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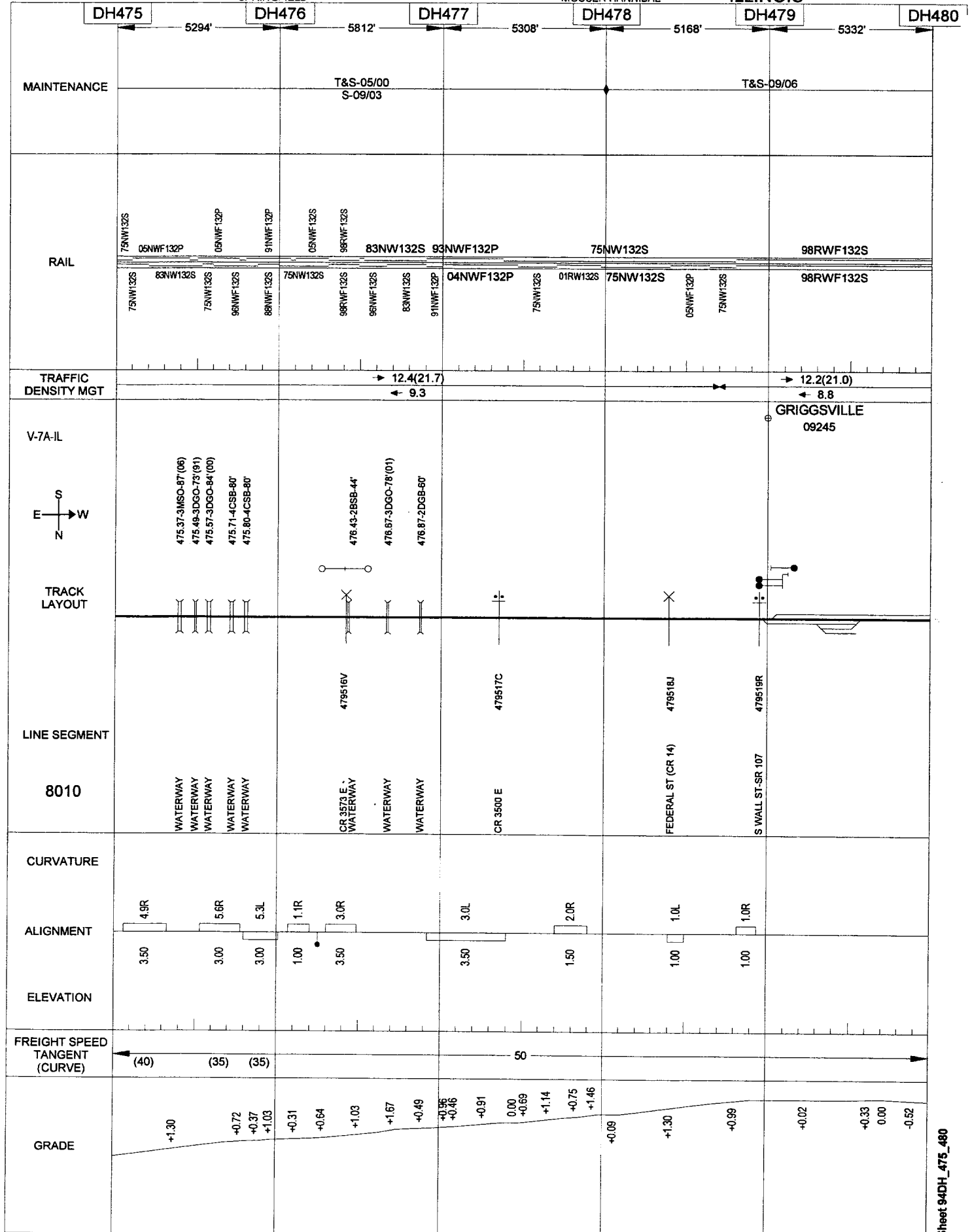
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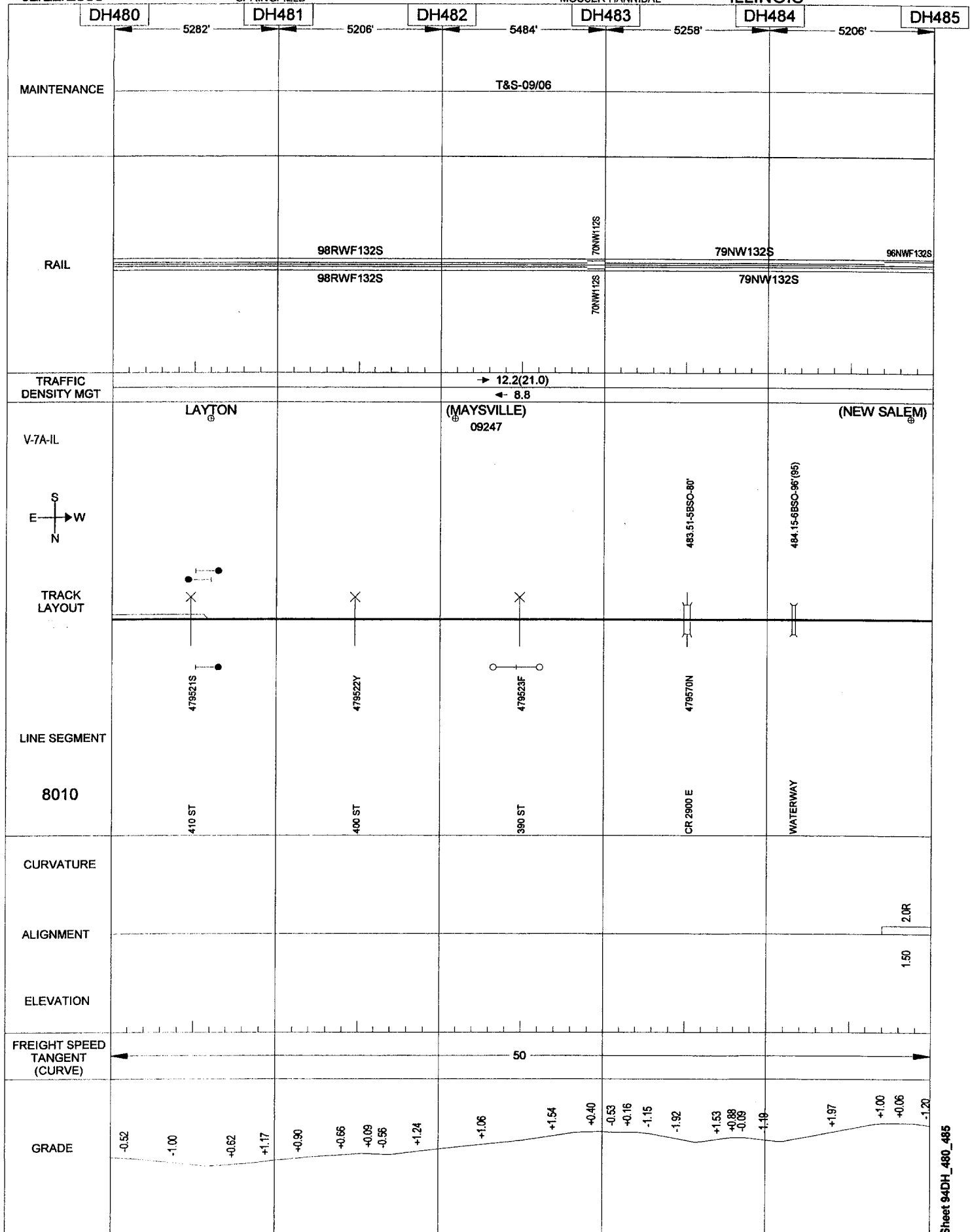
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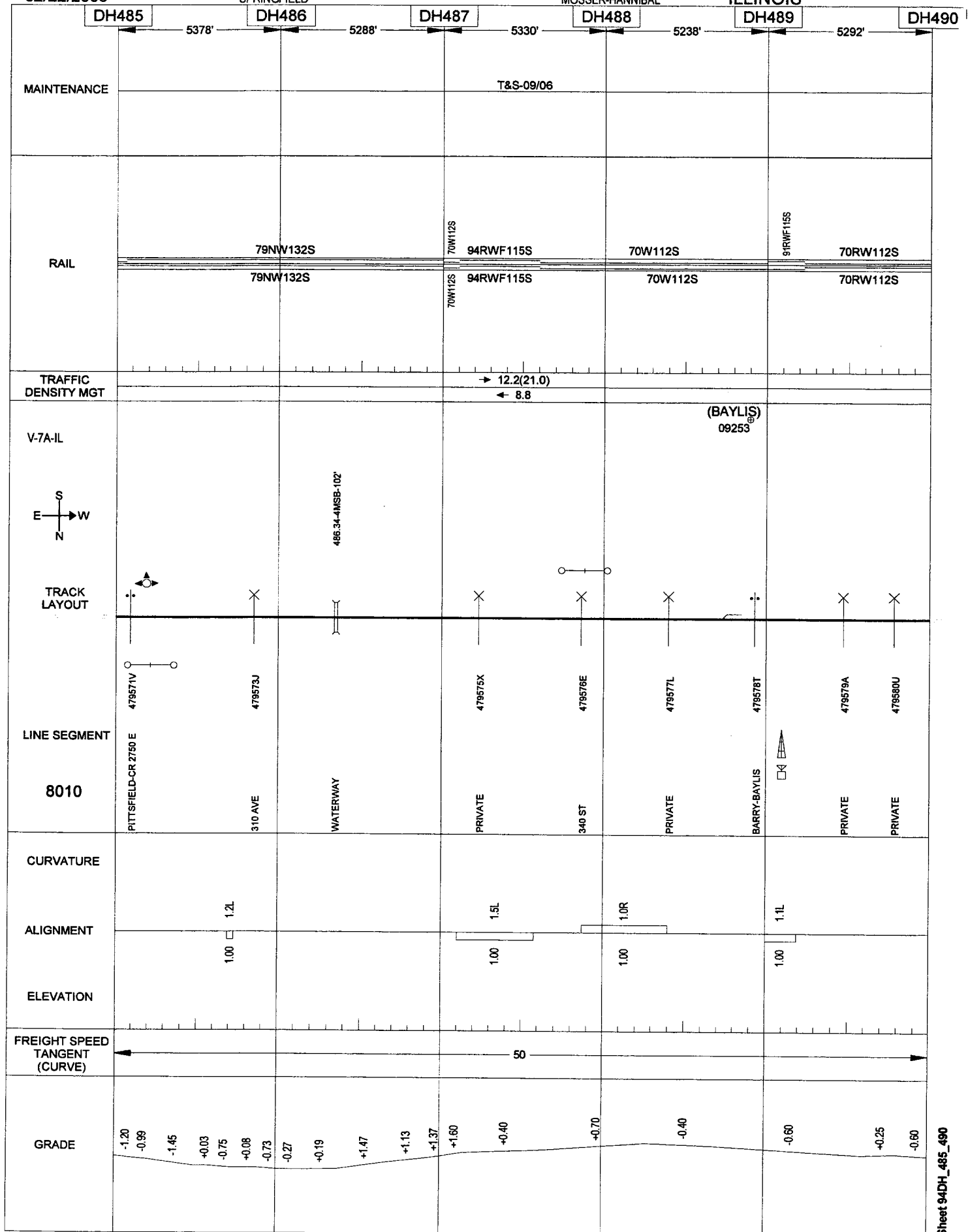
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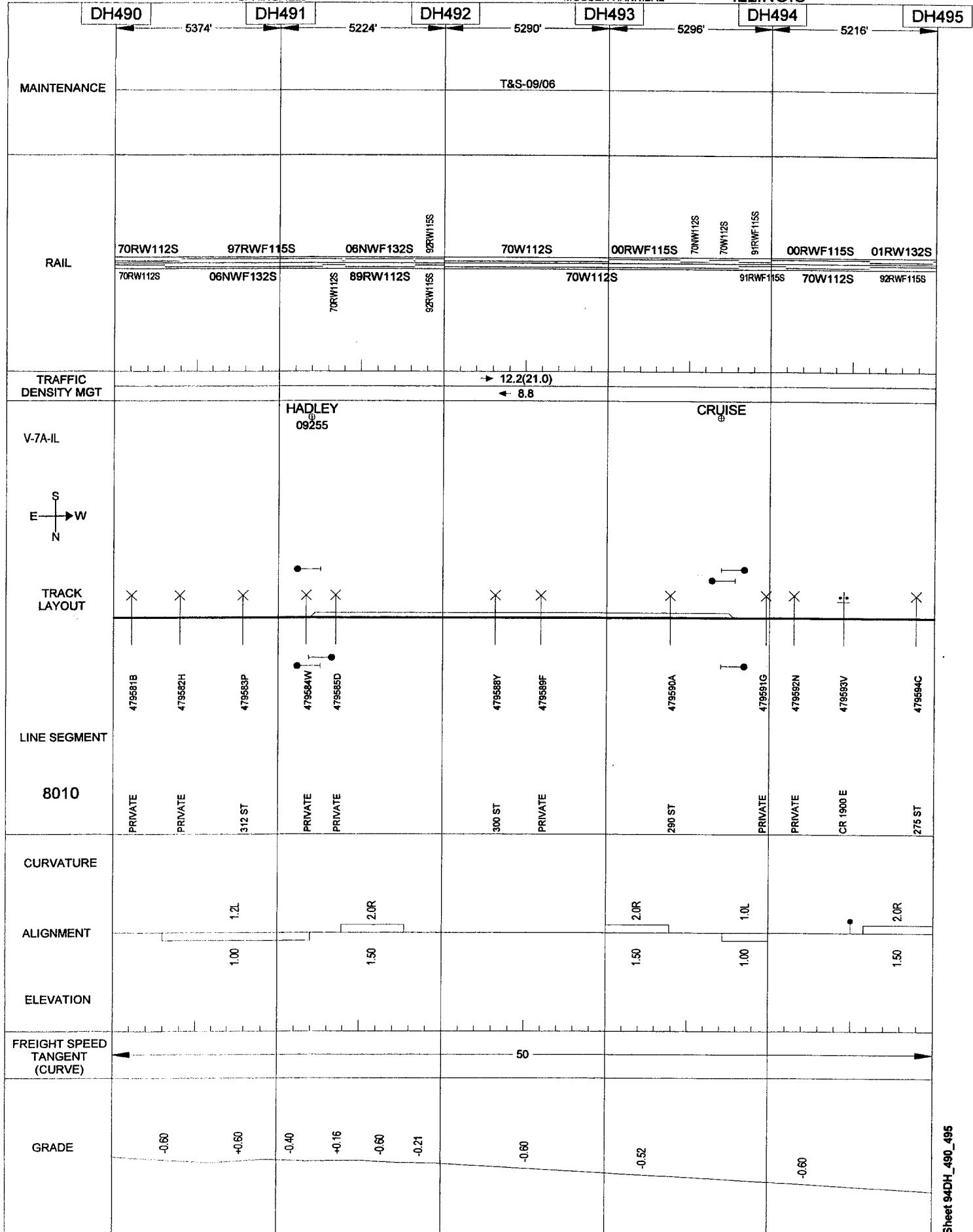
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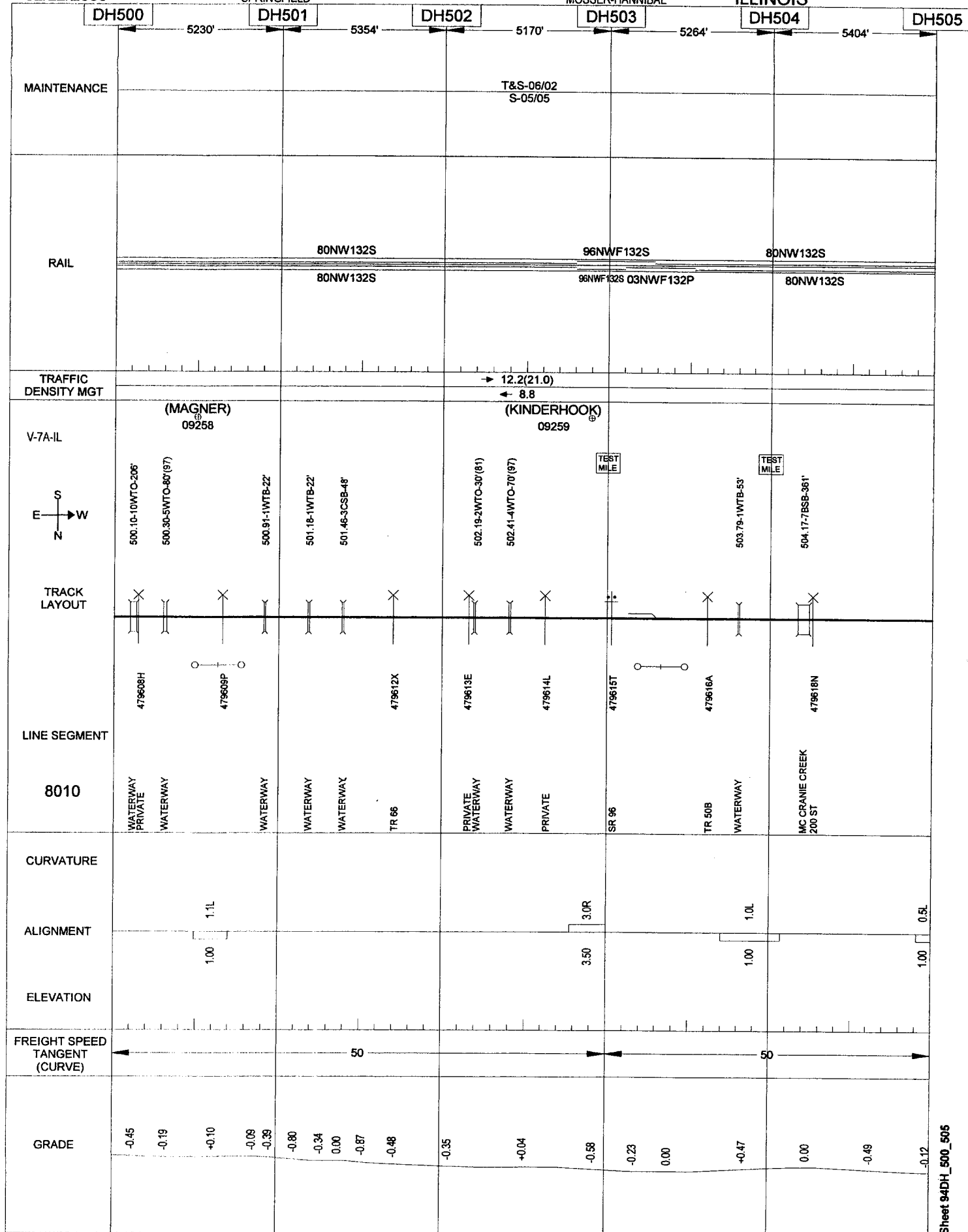
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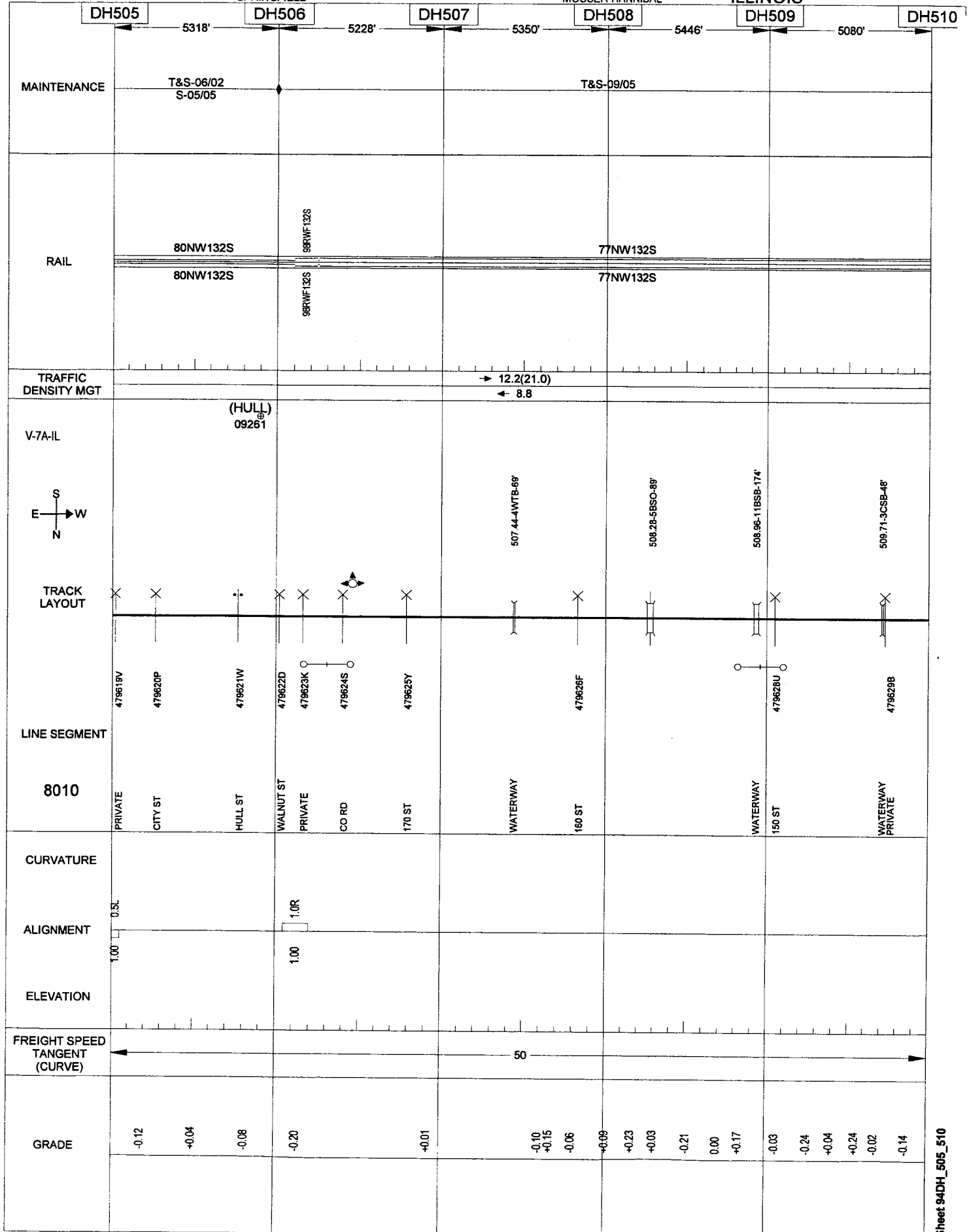
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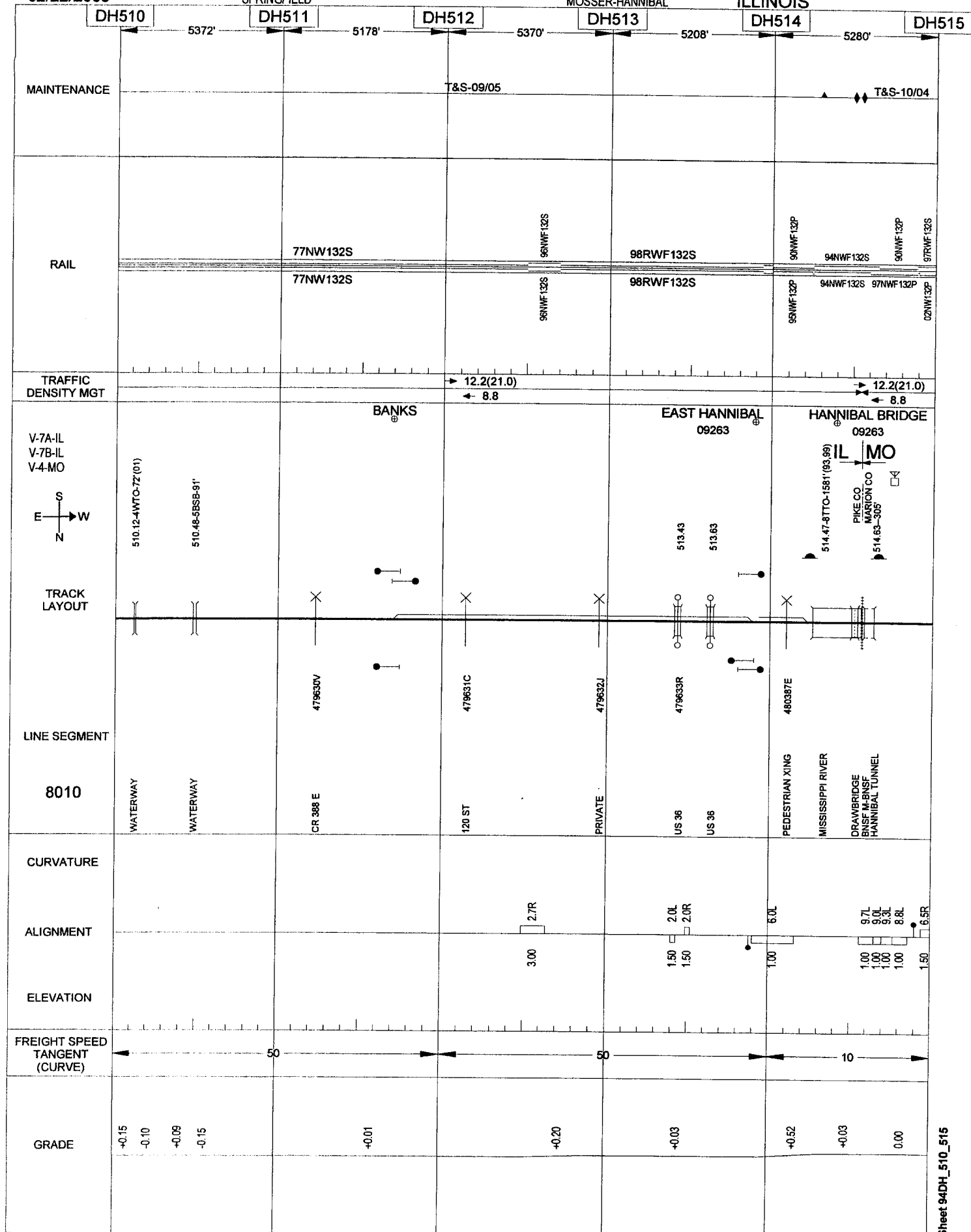
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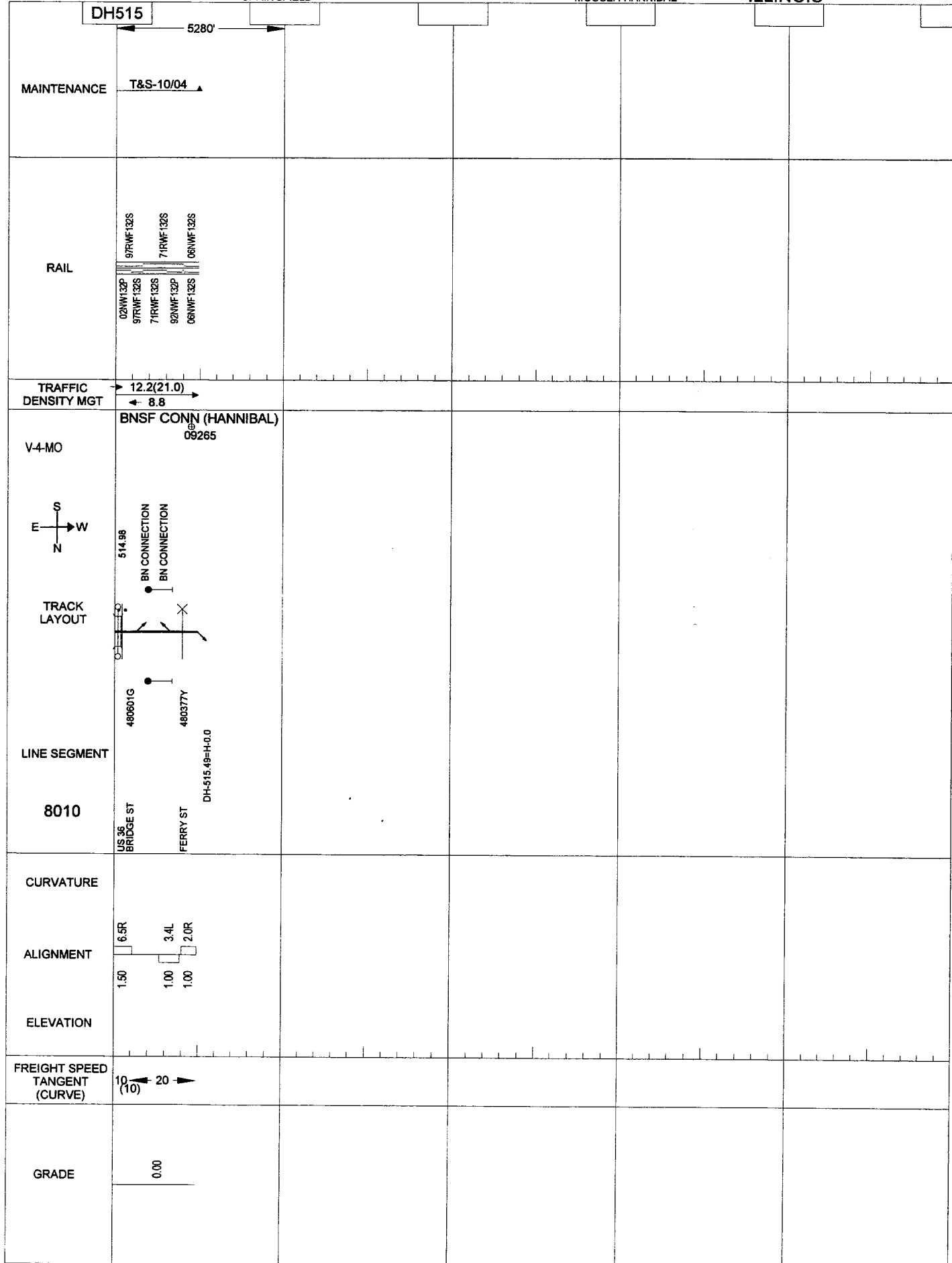
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SPRINGFIELD

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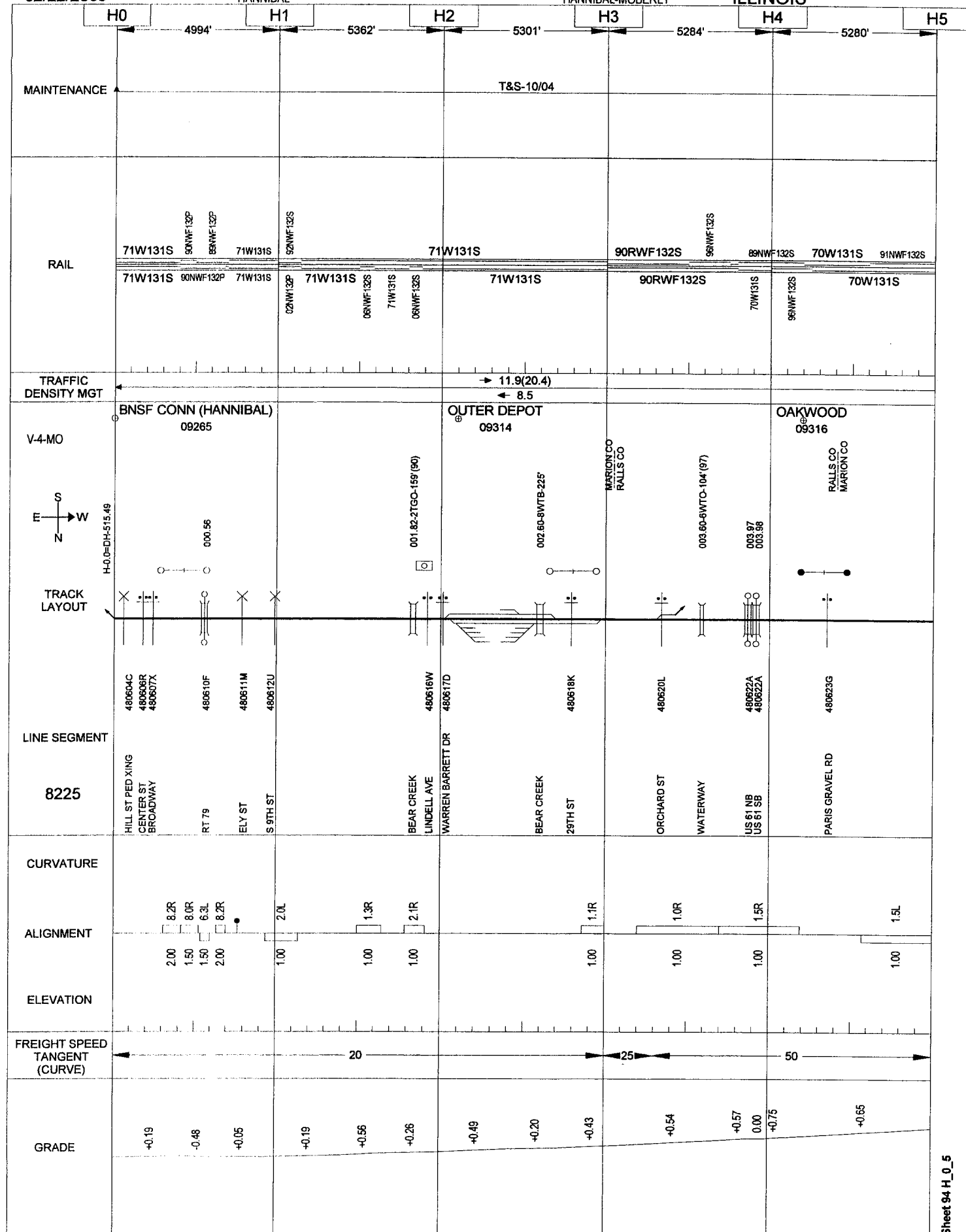
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HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



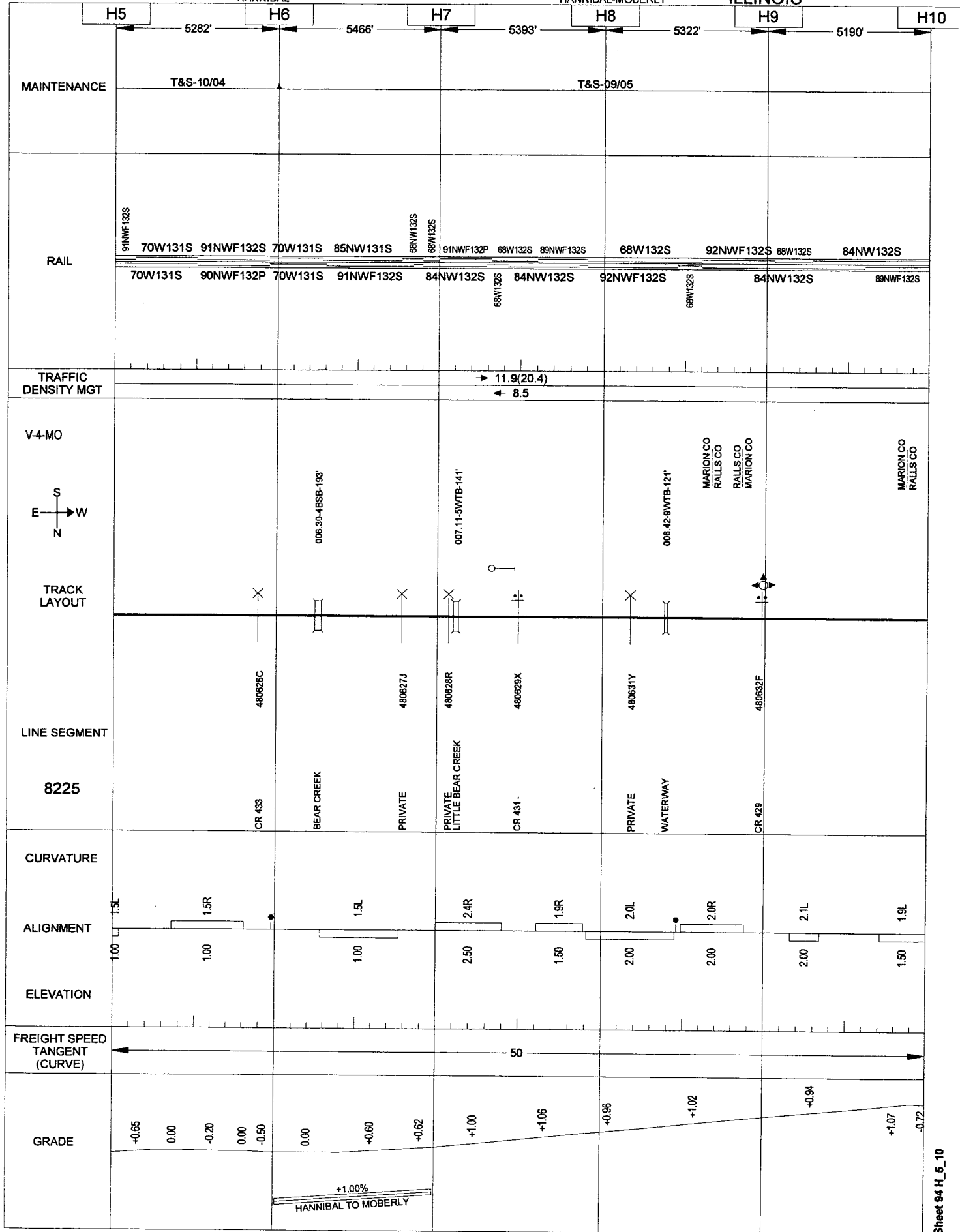
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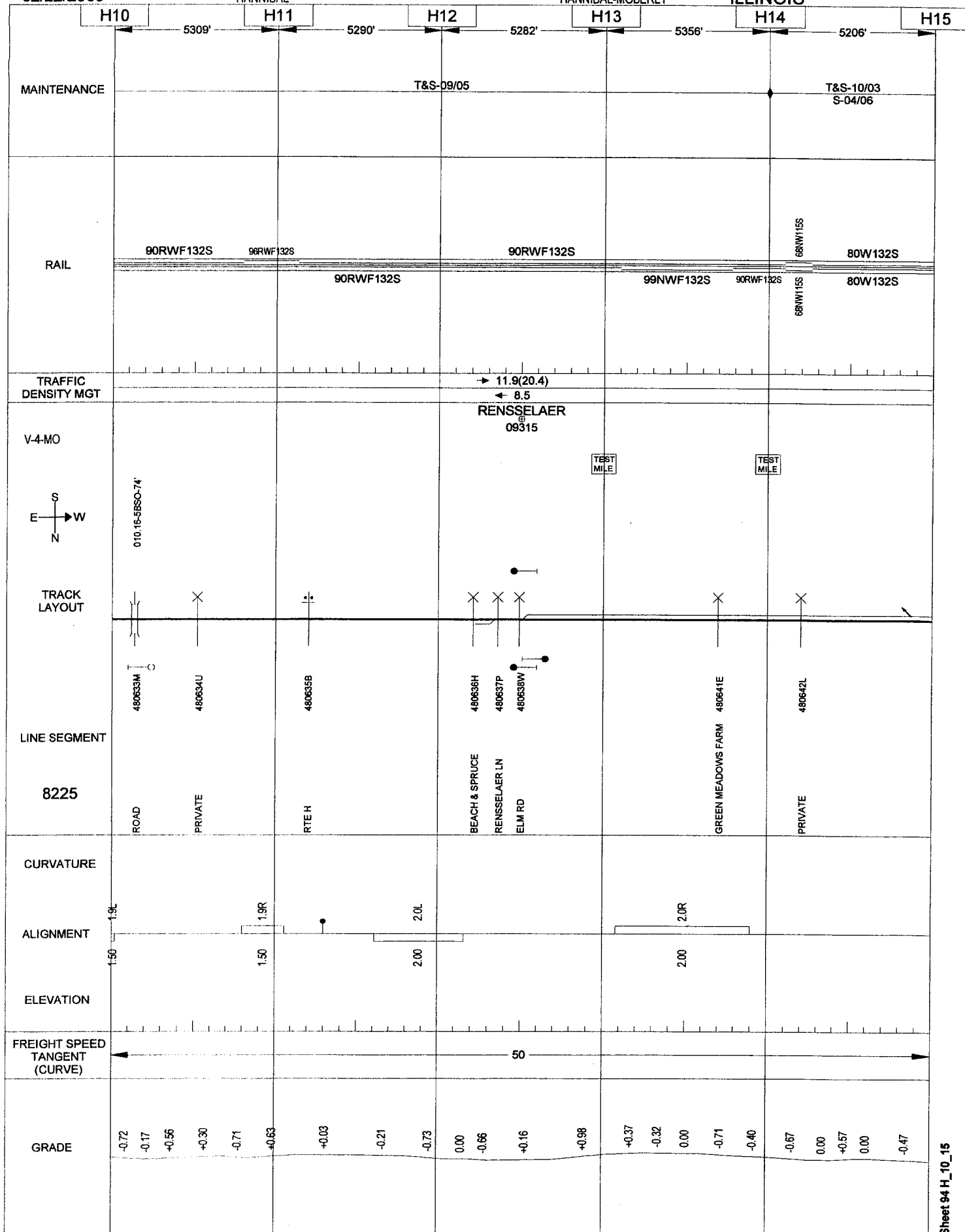
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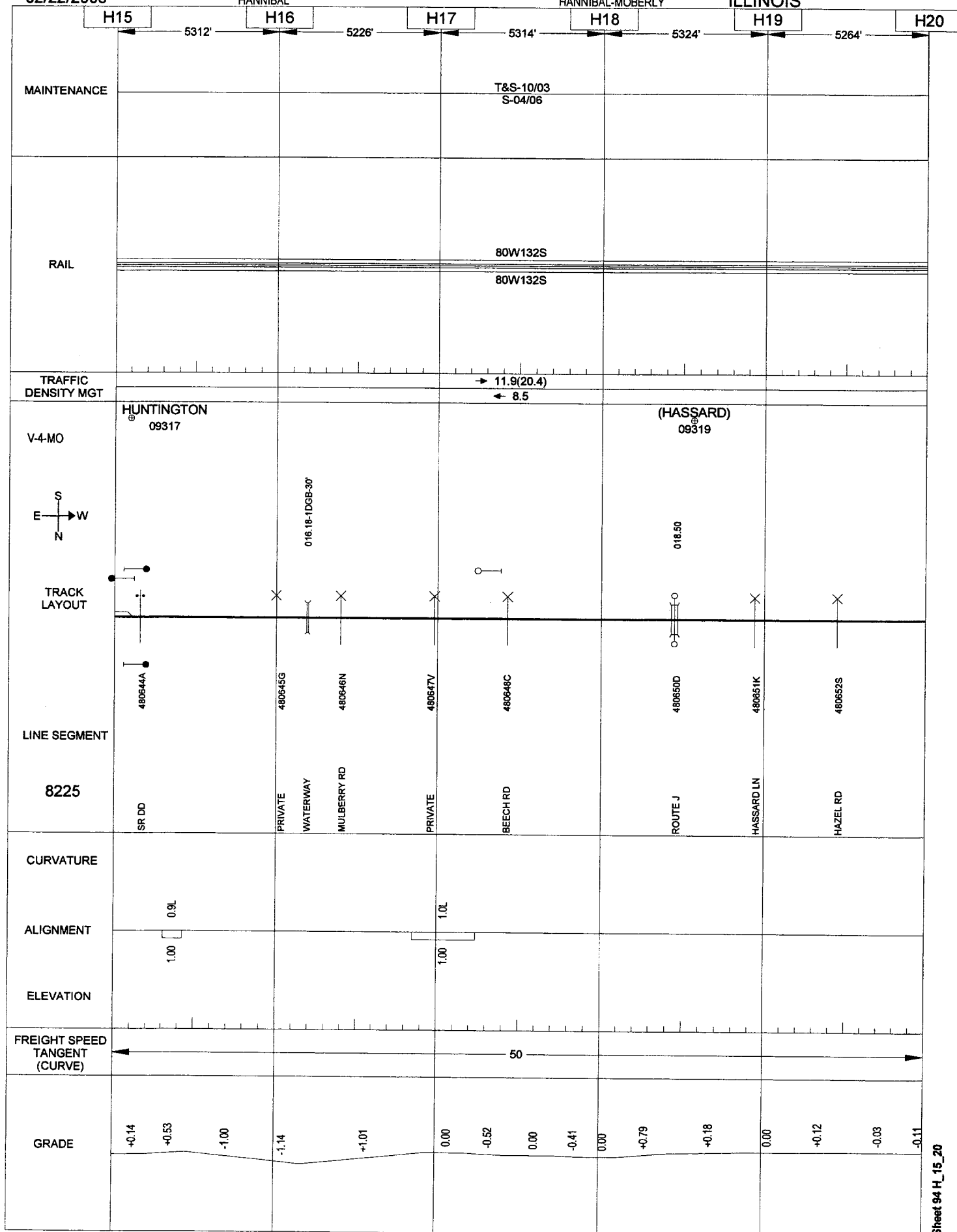
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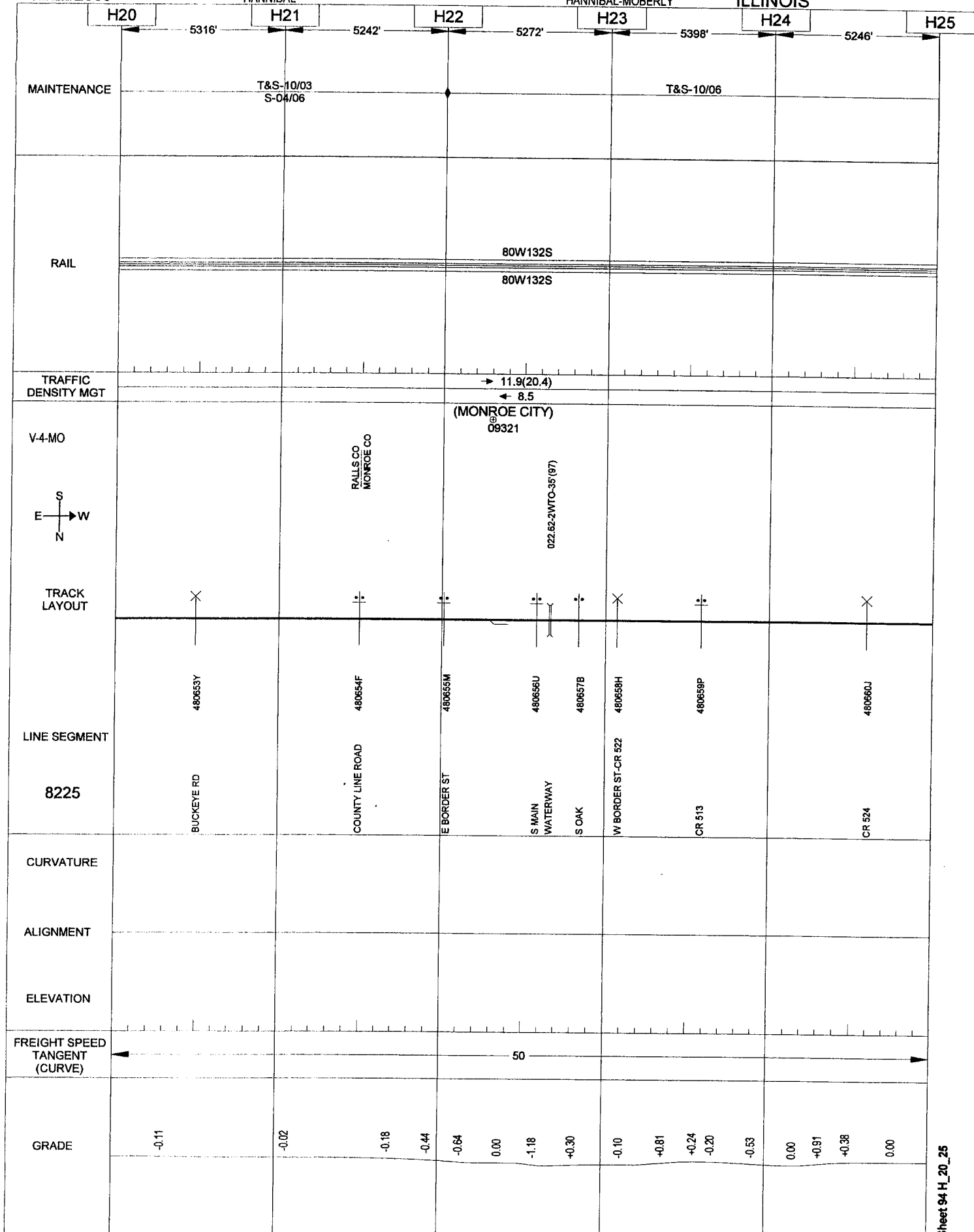
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ILLINOIS



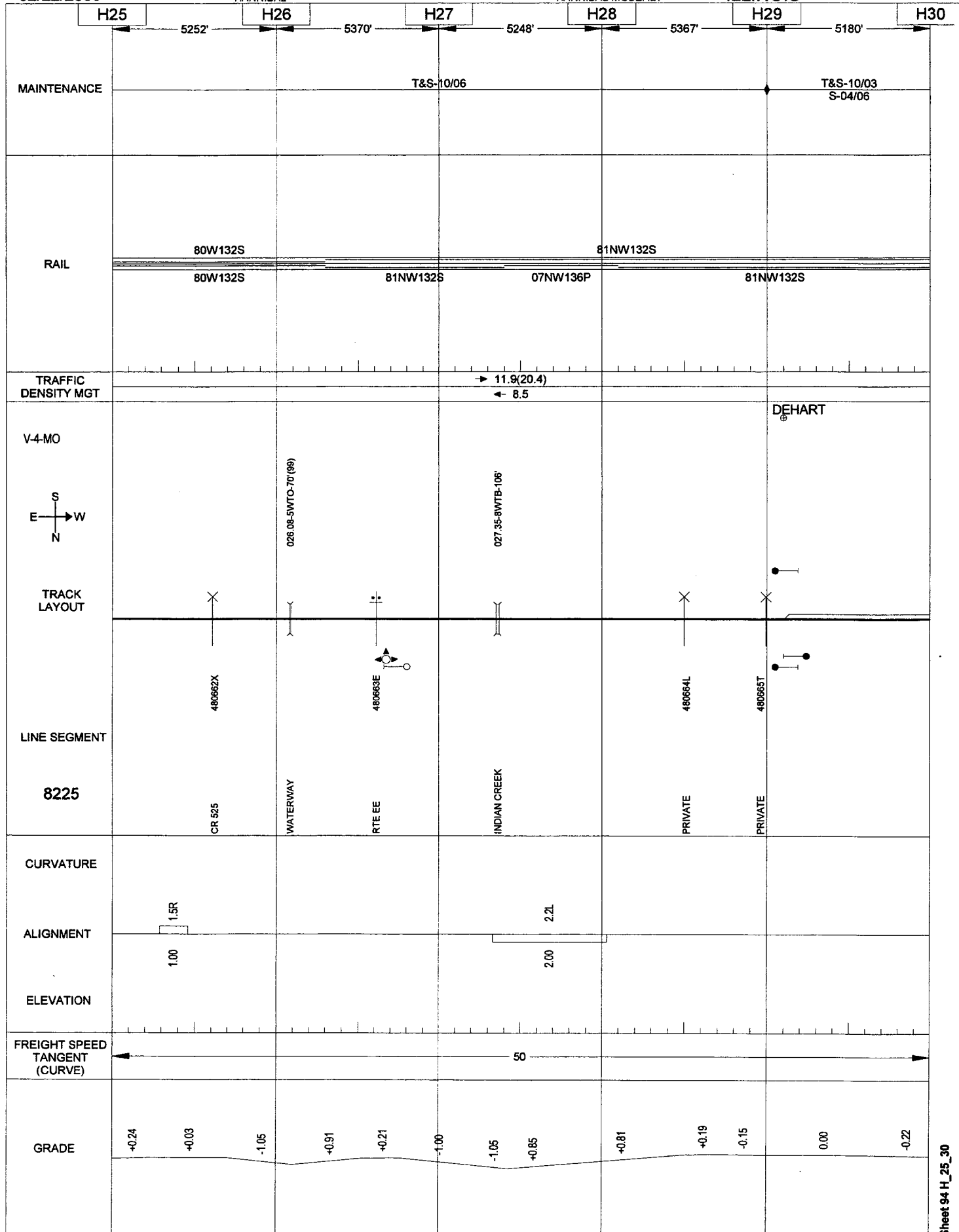
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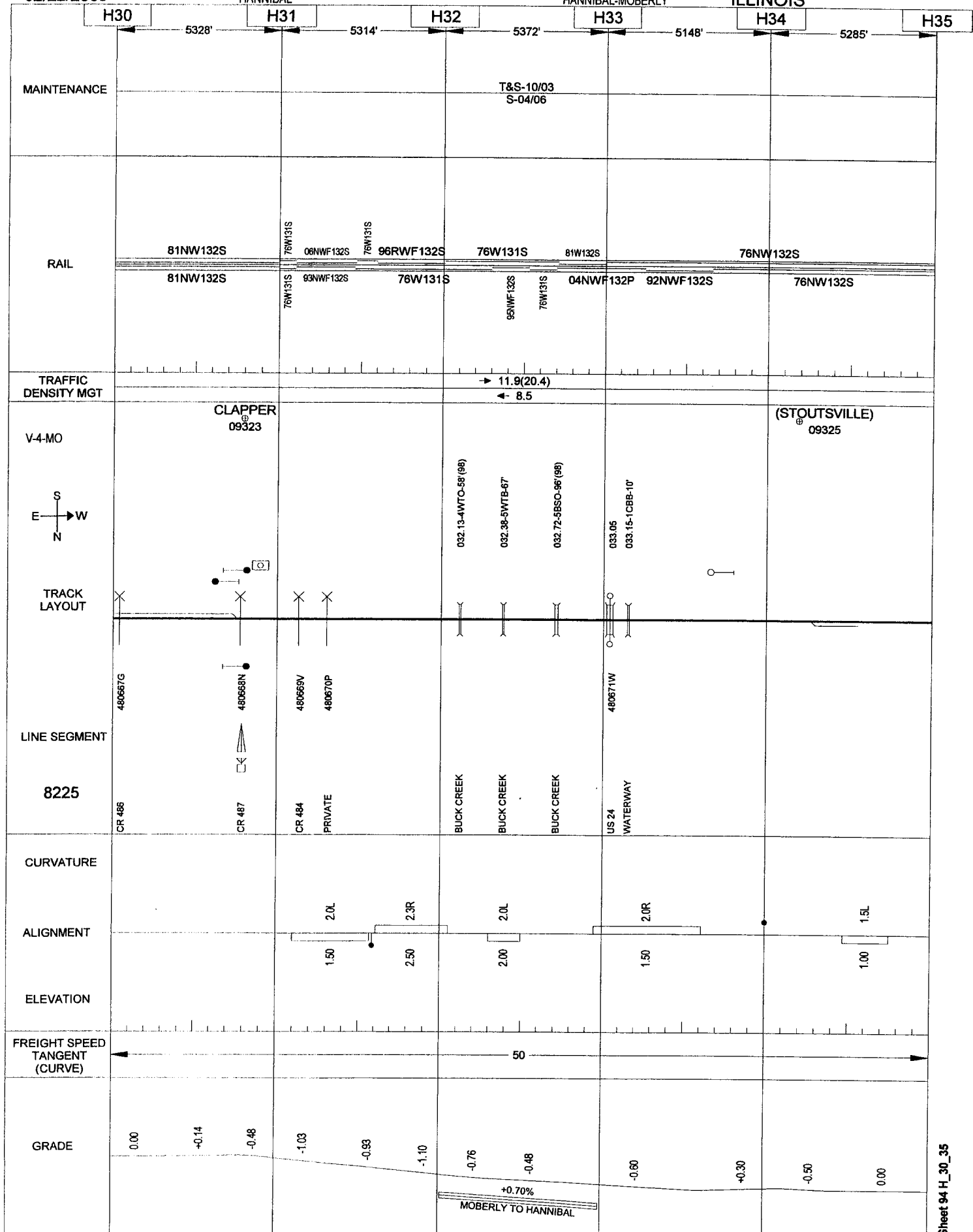
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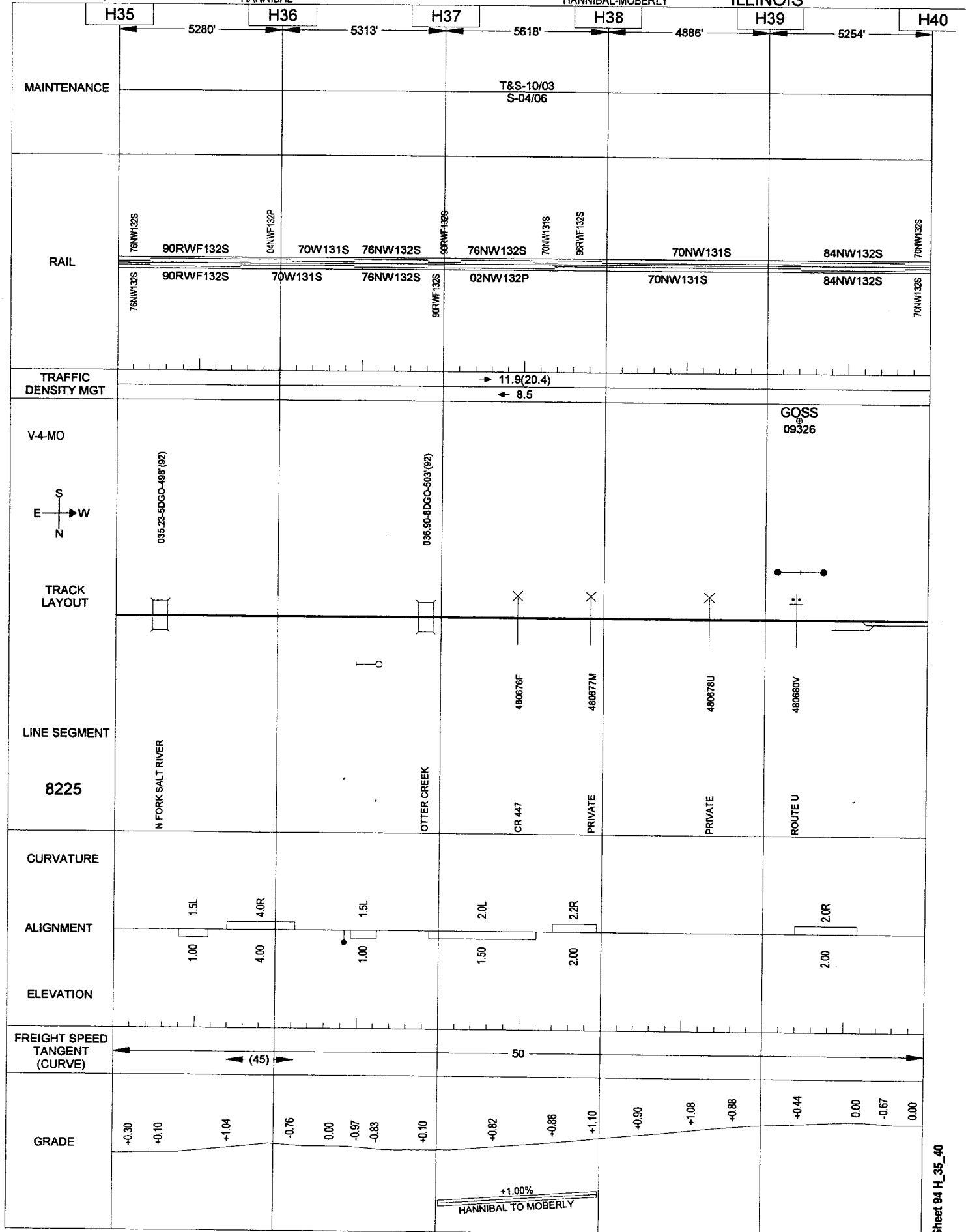
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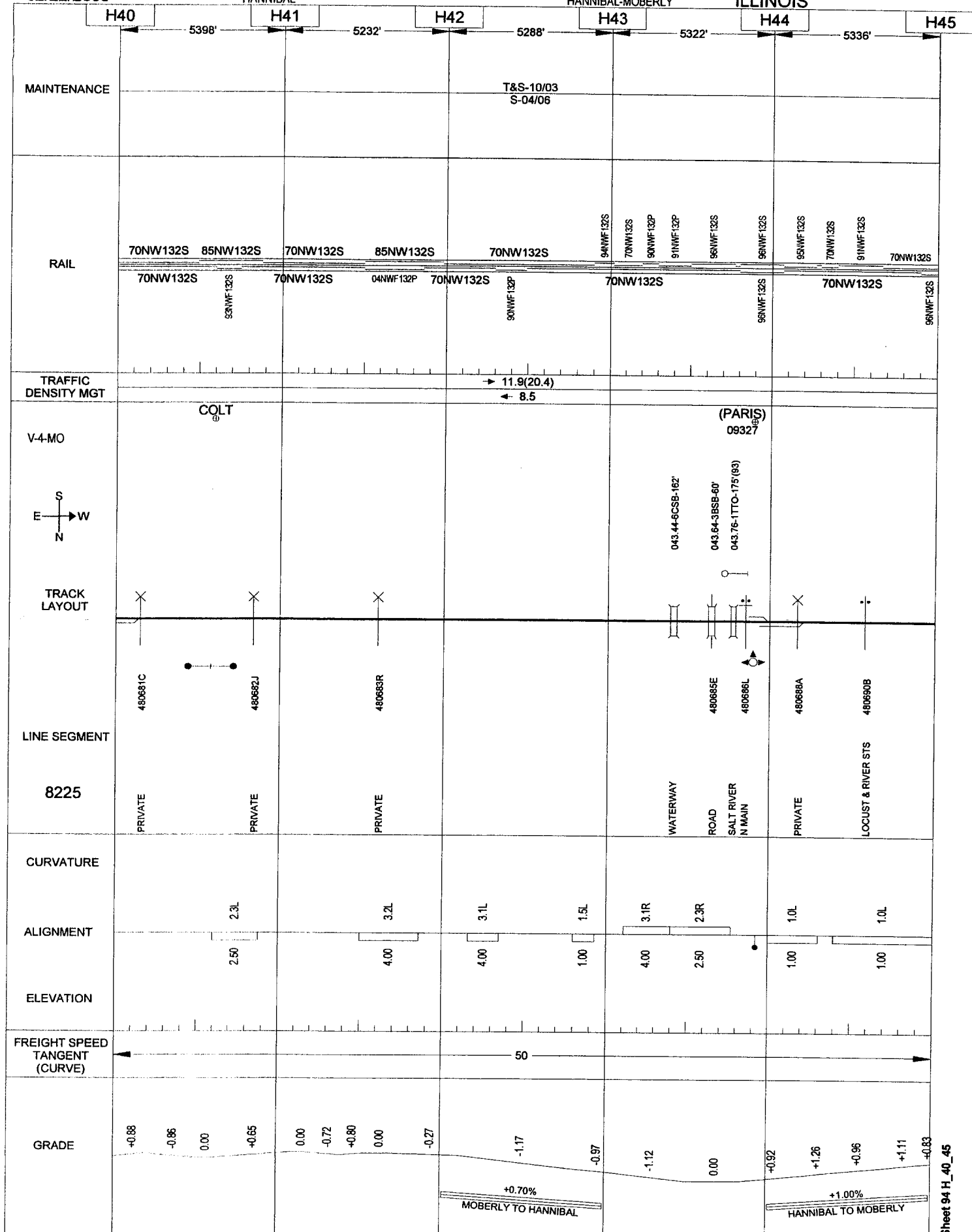
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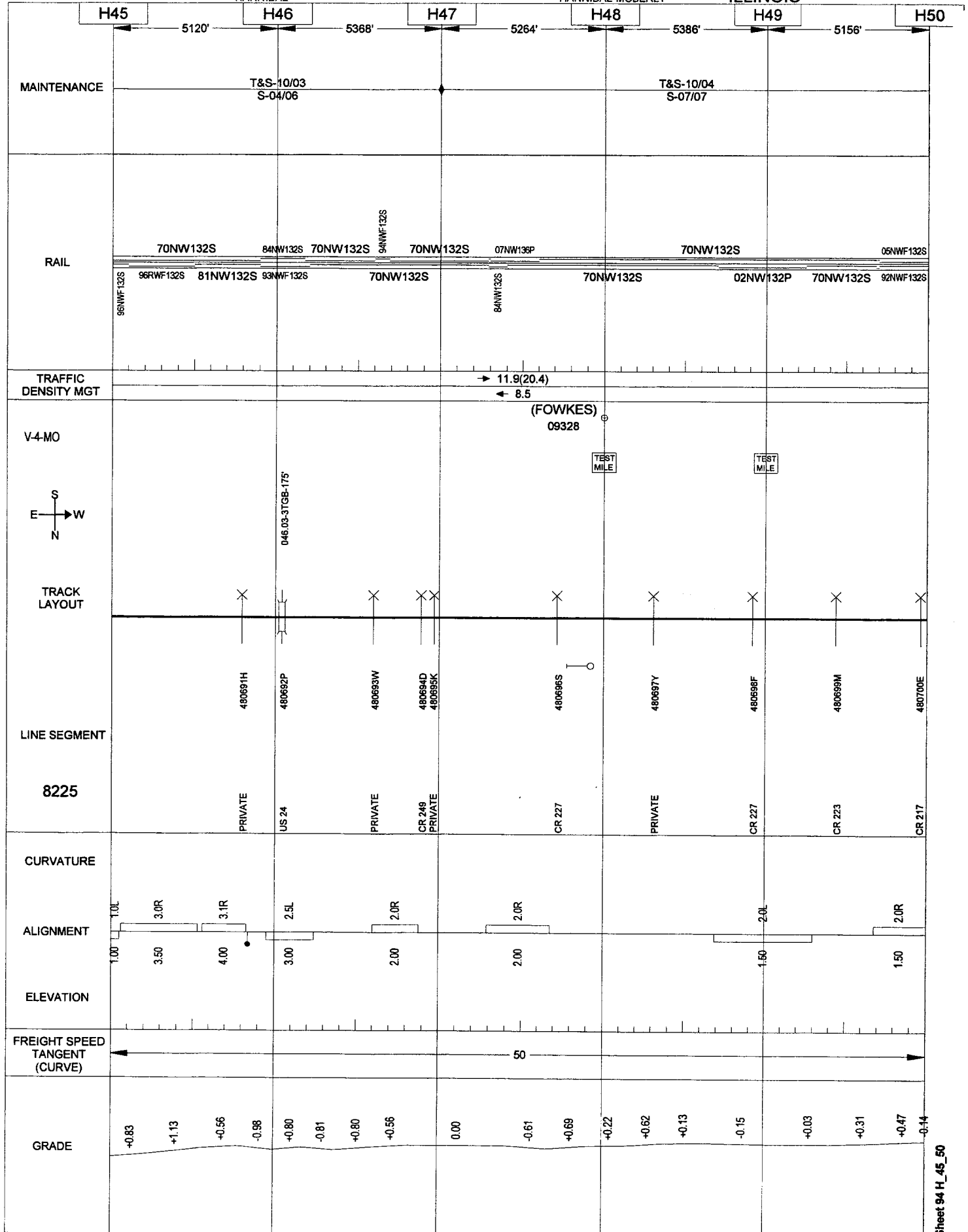
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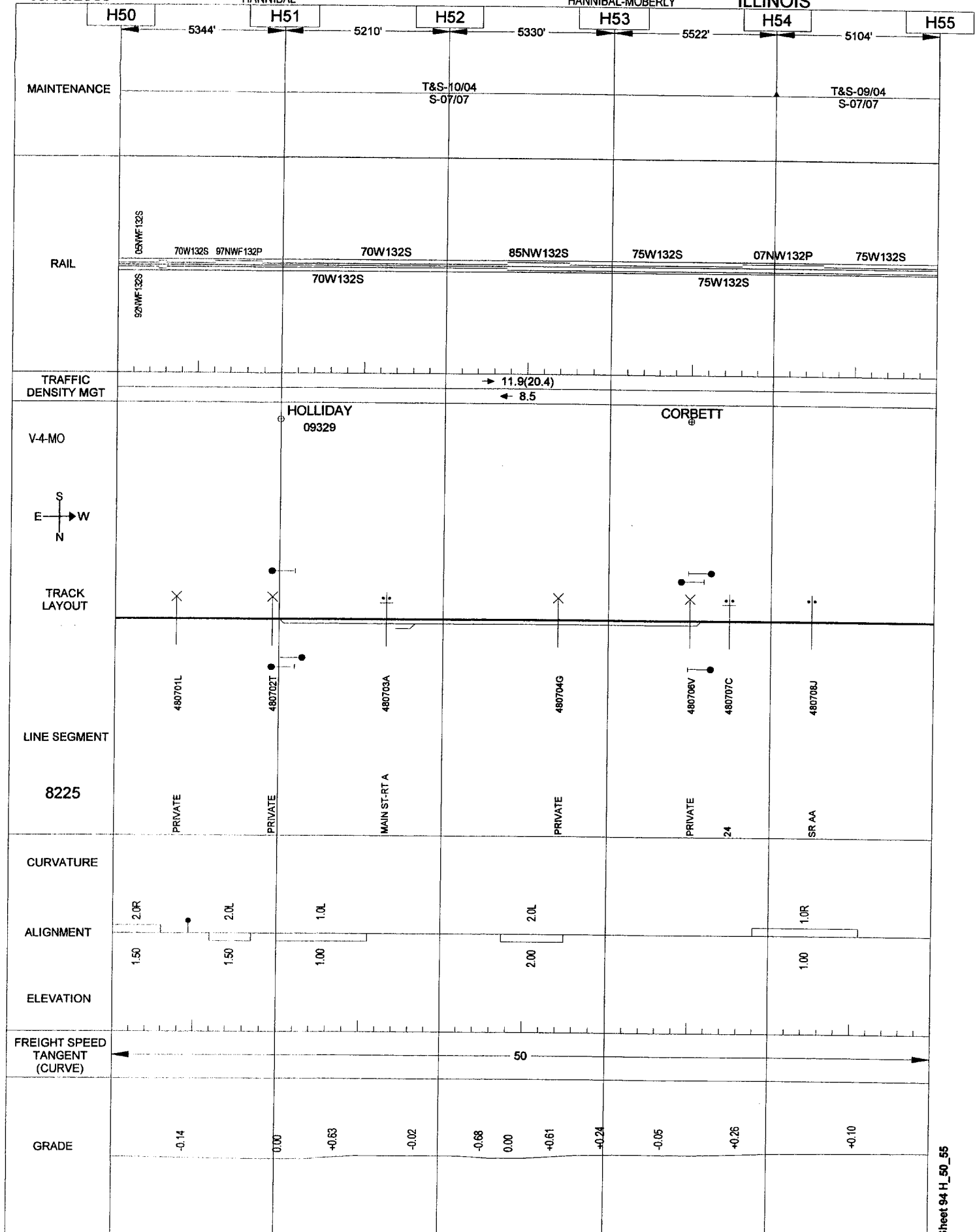
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ILLINOIS



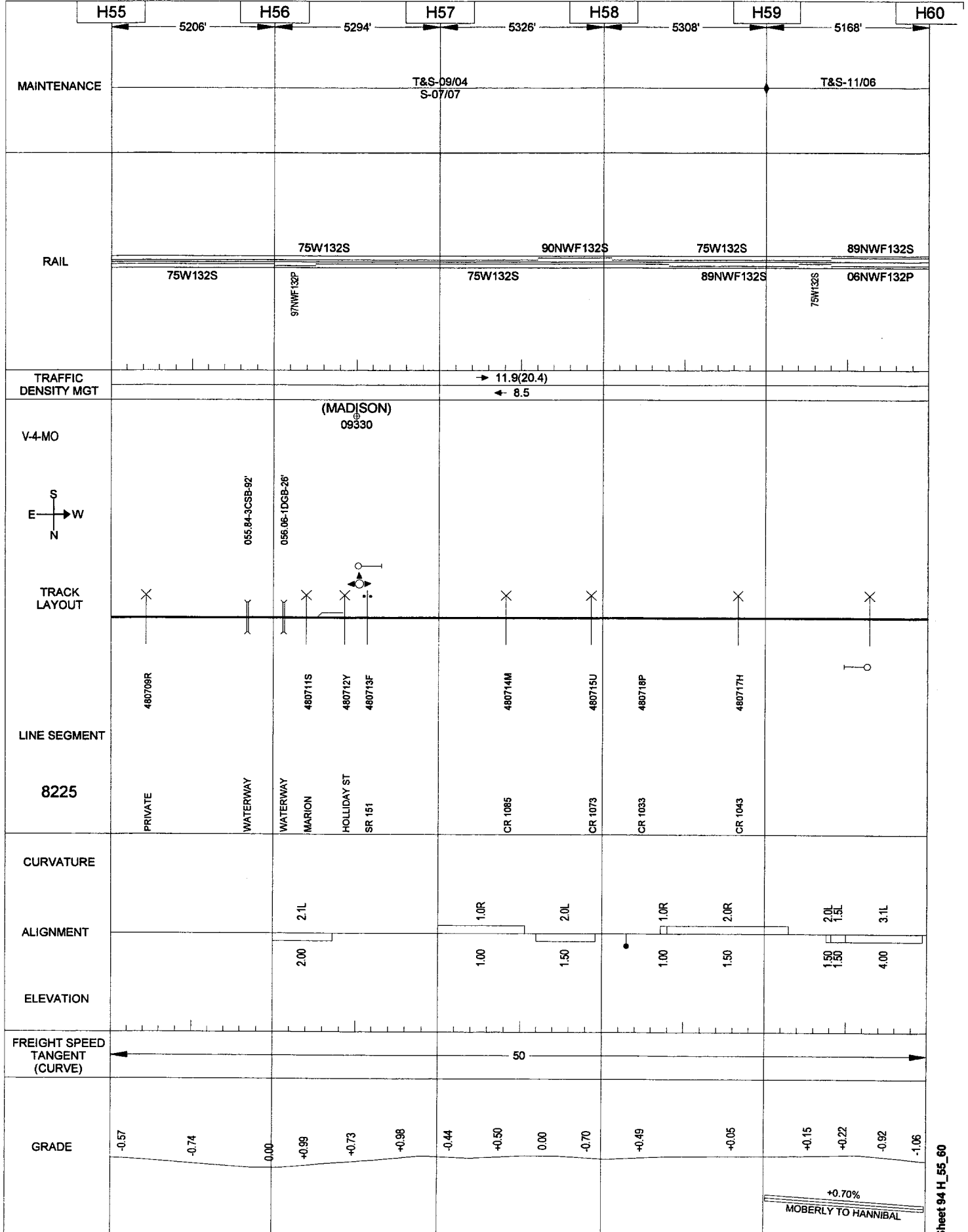
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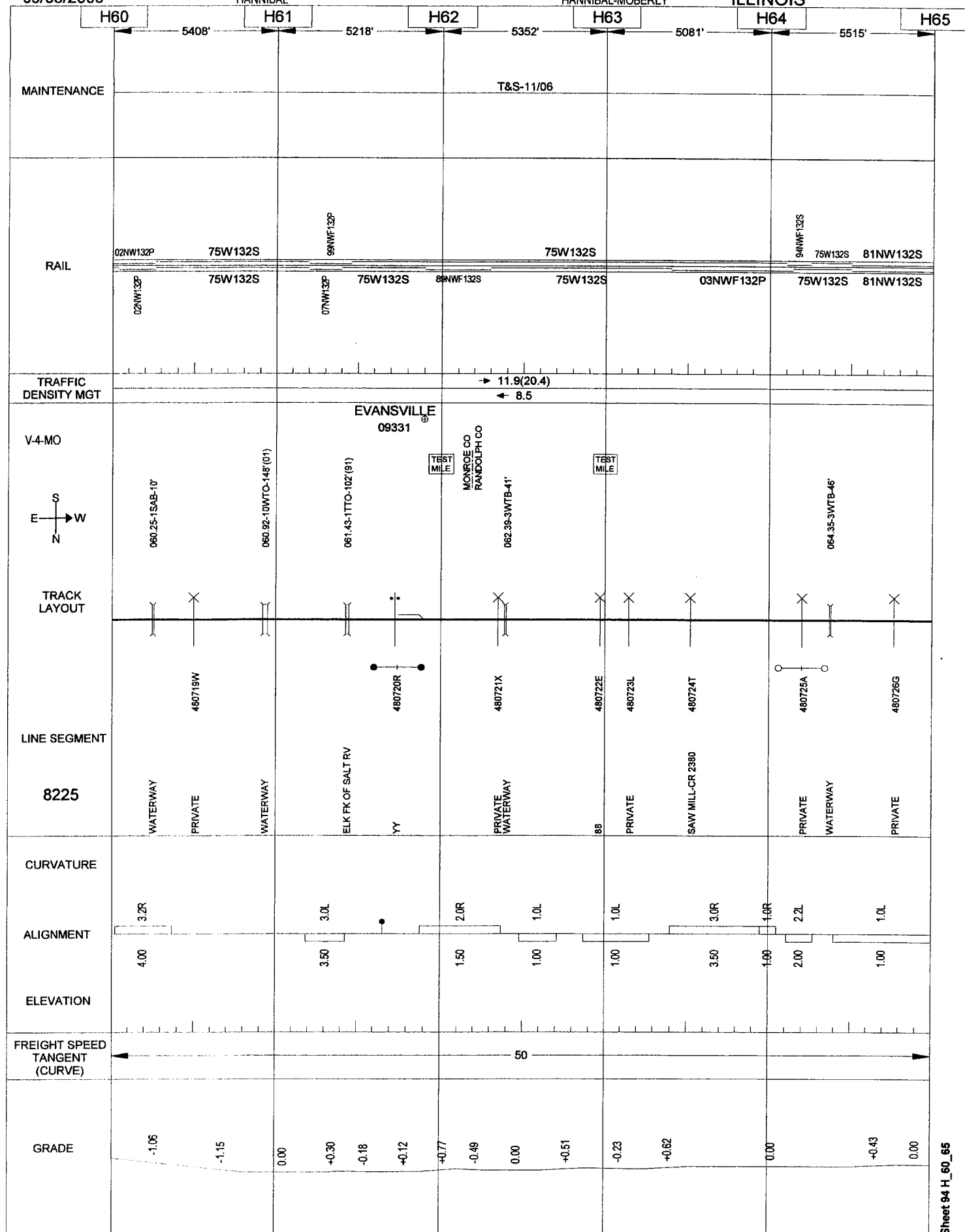
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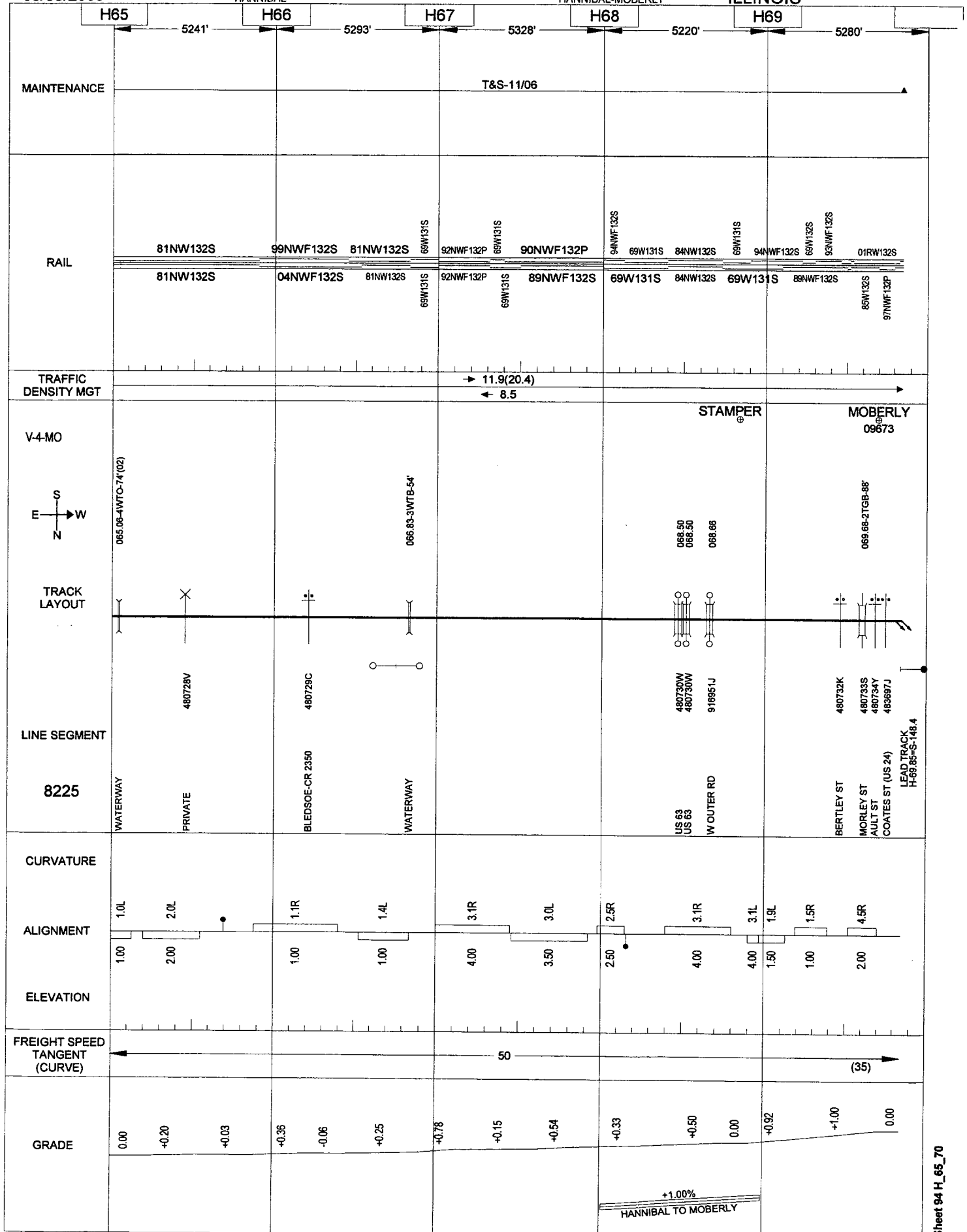
03/03/2008

100

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



03/03/2008

ST LOUIS

101

ST LOUIS-MOBERLY

ILLINOIS

S3

S4

S5

2800'

5280'

MAINTENANCE

T&S-01/20

RAIL

**RJF090S

**RJF090S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

BRANCH ST INTERLOCK

S
E → W
NTRACK
LAYOUT

TRRA CONNECTION

YARD
LIMIT

004.22

LINE SEGMENT

7950

480208L

480210M

480211U

480212B

480213H

480214P

480215W

480216D

480217K

480218S

480219Y

480220T

BRANCH

BUCHANAN

ANGELRODT
2ND ST

DESTREHAN

WALLICKRODT

SHELBY

MCKINLEY BRIDGE

BREMEN

ANGELICA

PENROSE
FERRY ST

DOUGLAS ST

TRRA RB M-TRRA

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.25

-0.46

+0.14

+0.03

+0.11

+0.01

+0.14

0.00

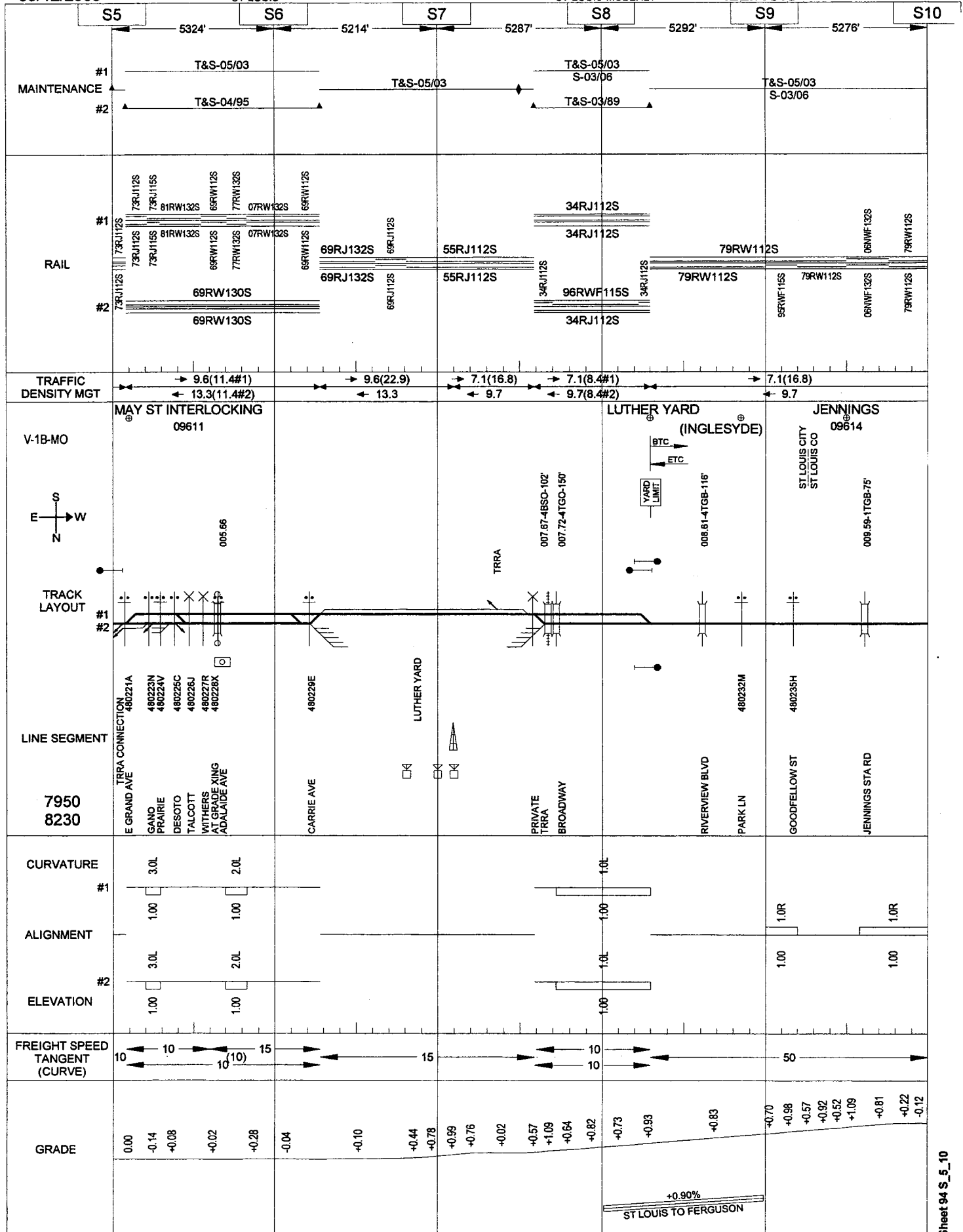
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102

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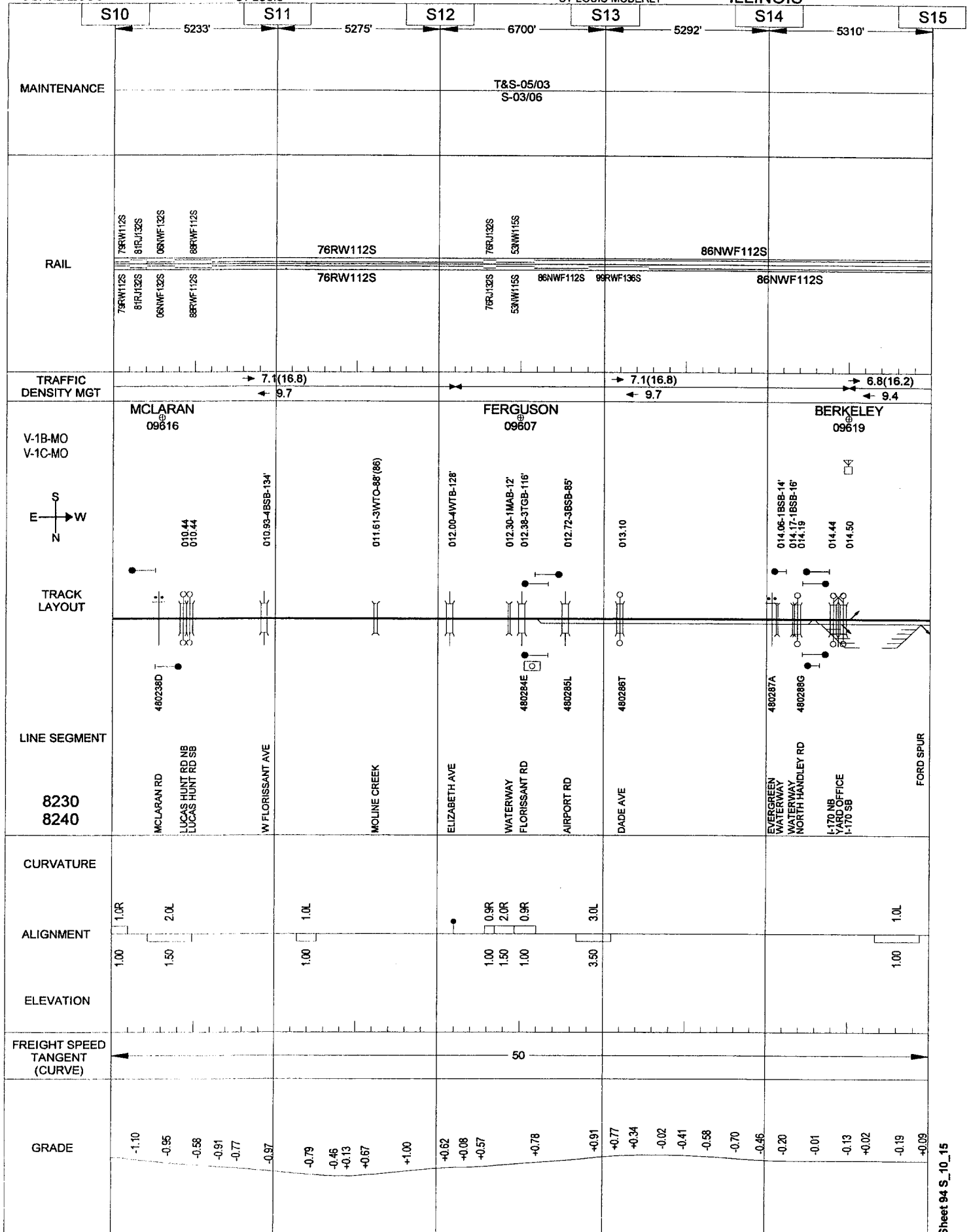
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103

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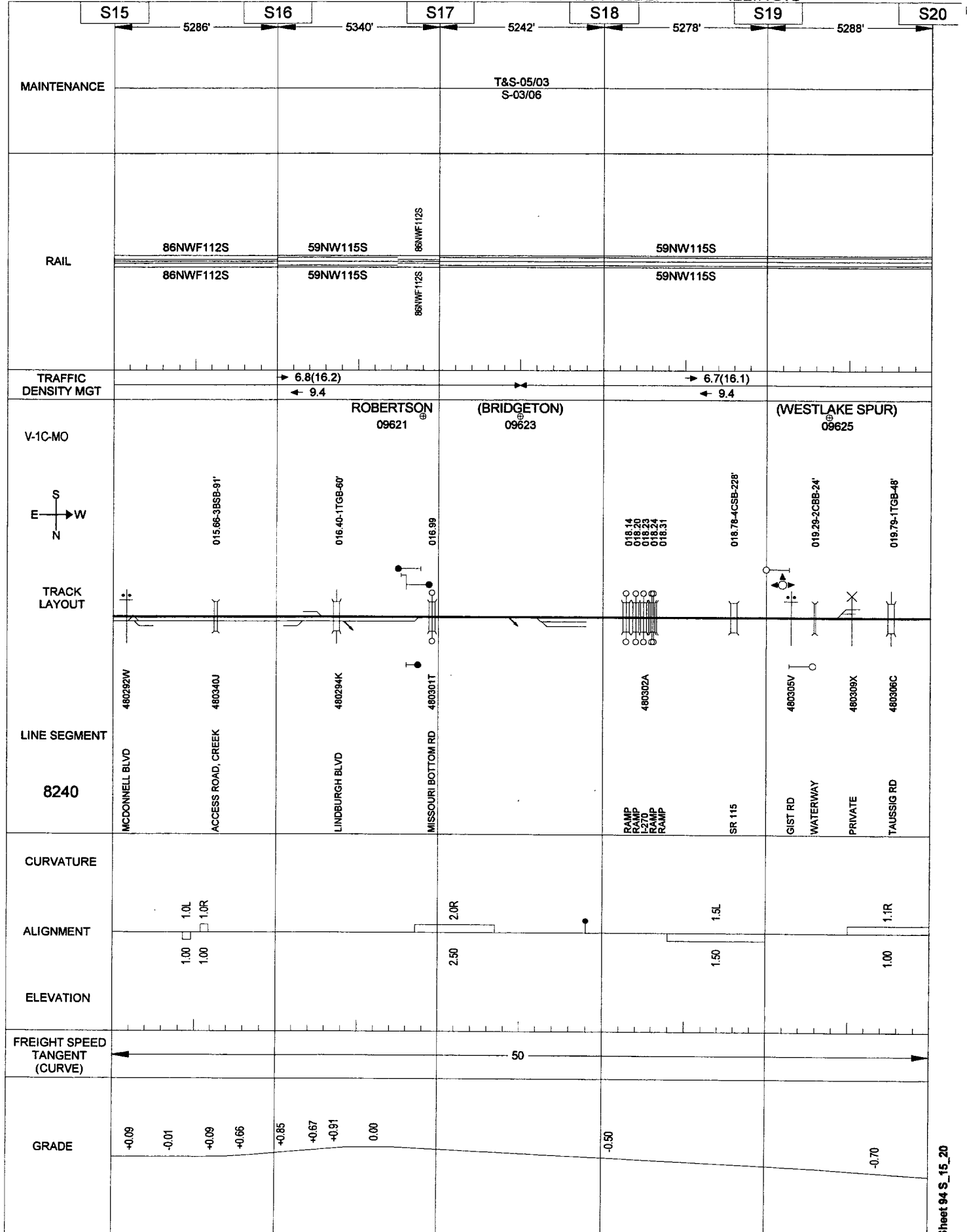
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104

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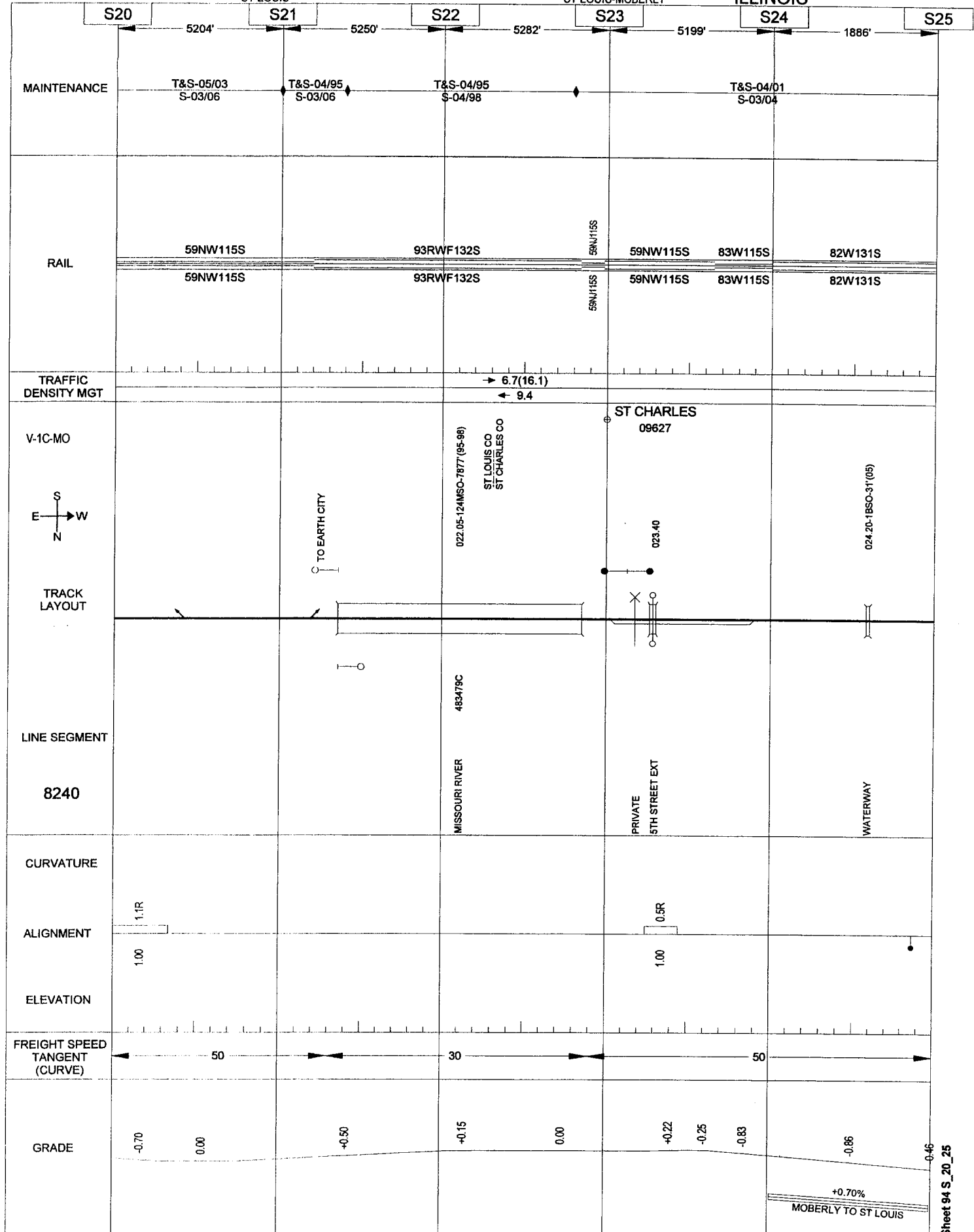
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105

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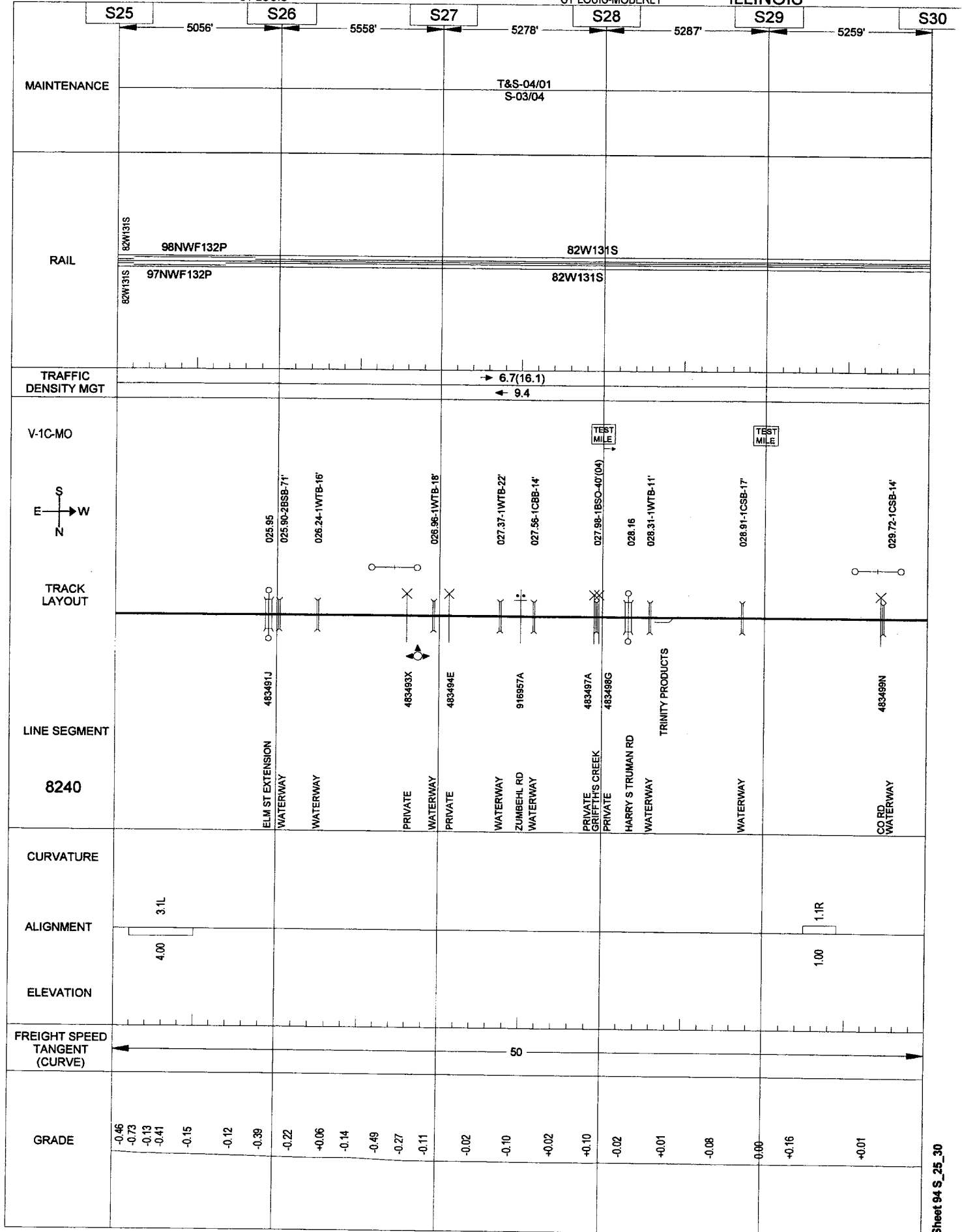
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106

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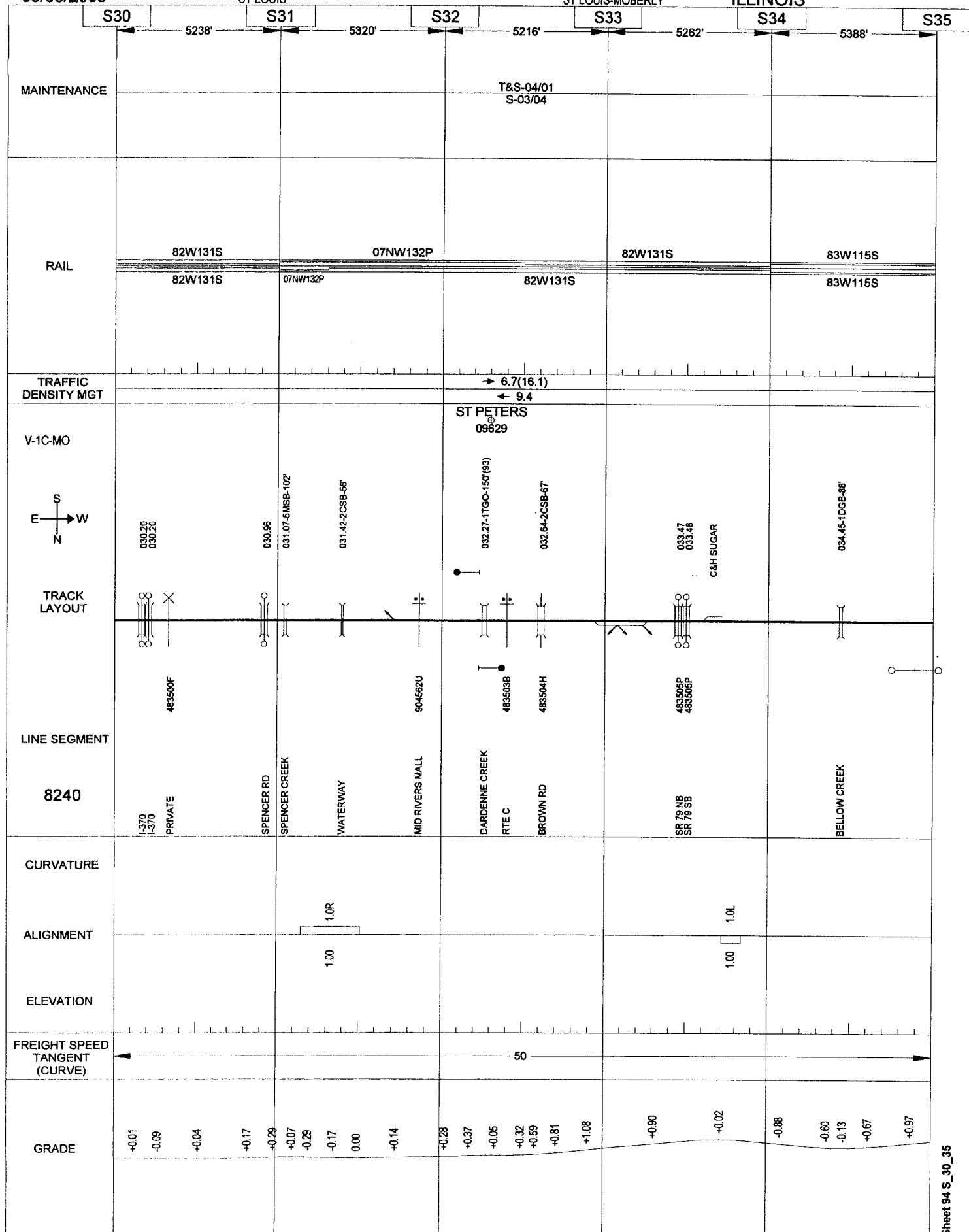
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107

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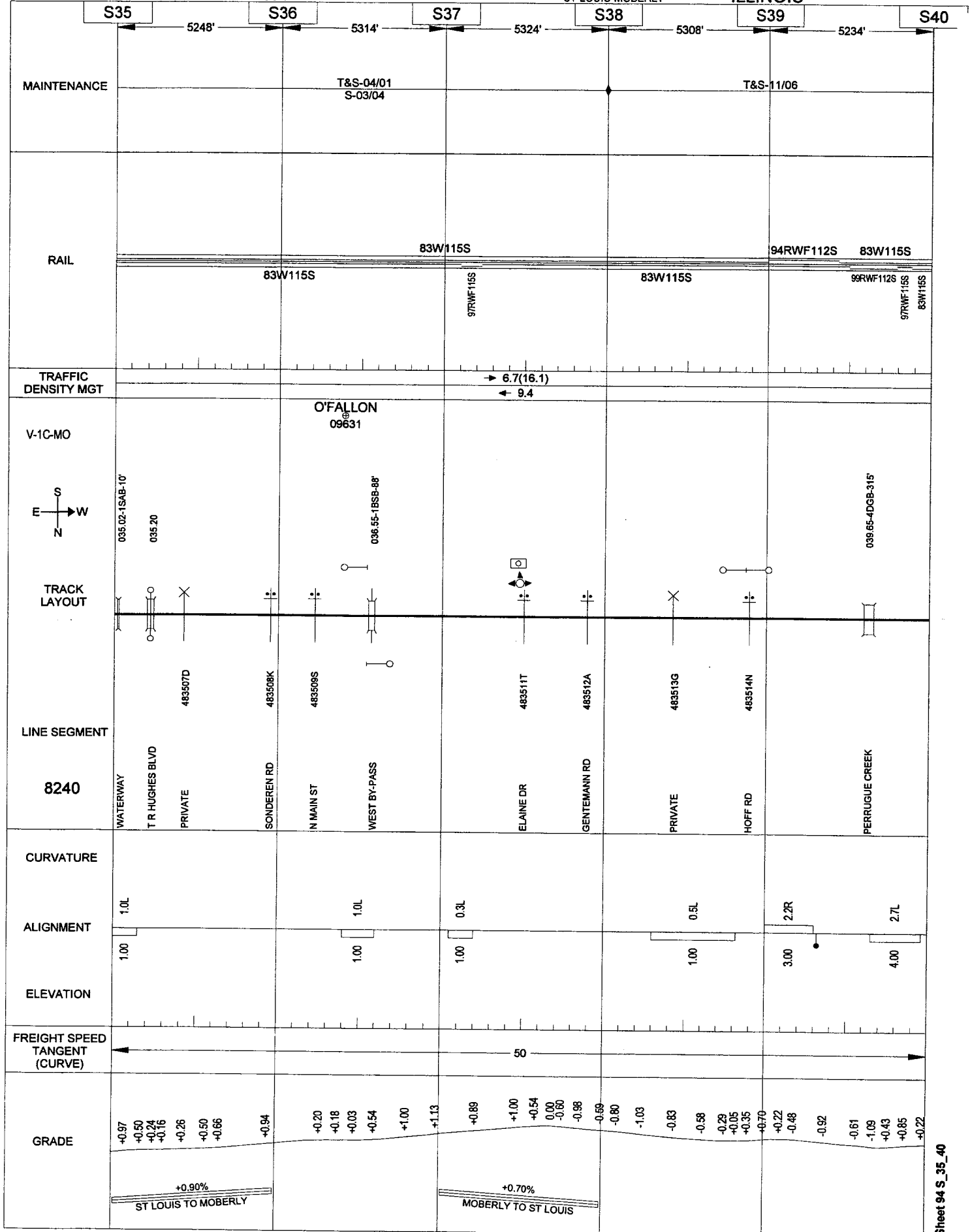
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108

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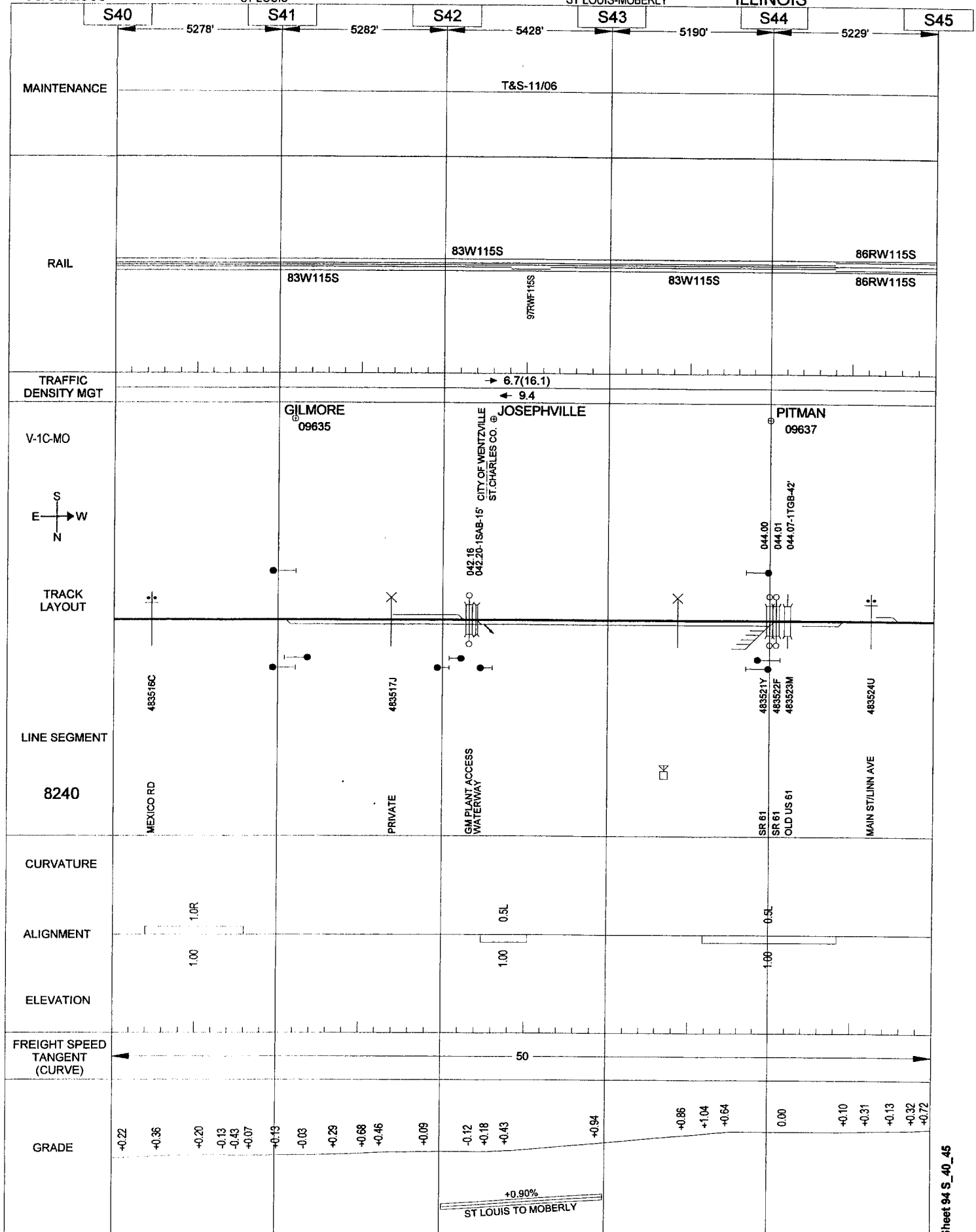
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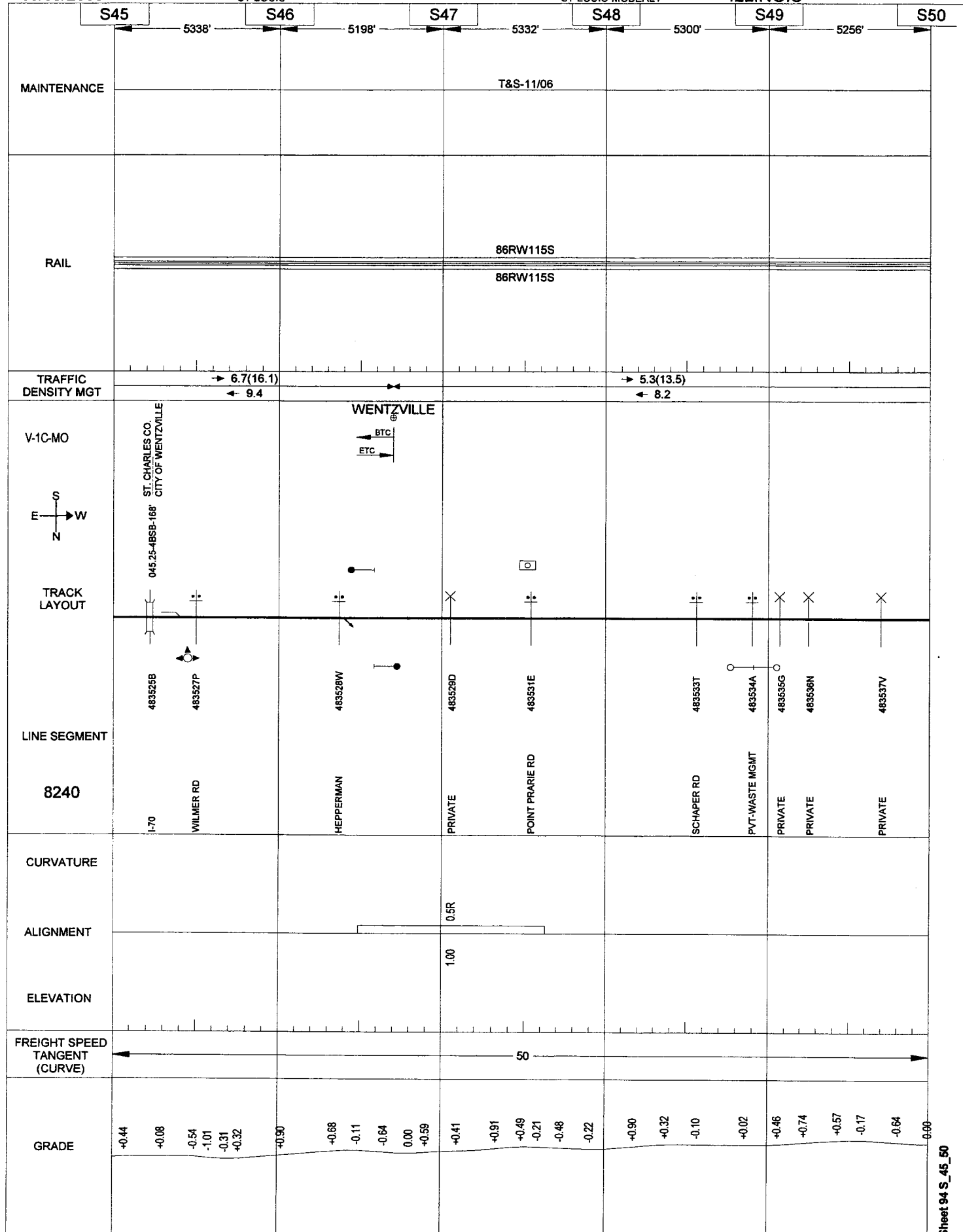
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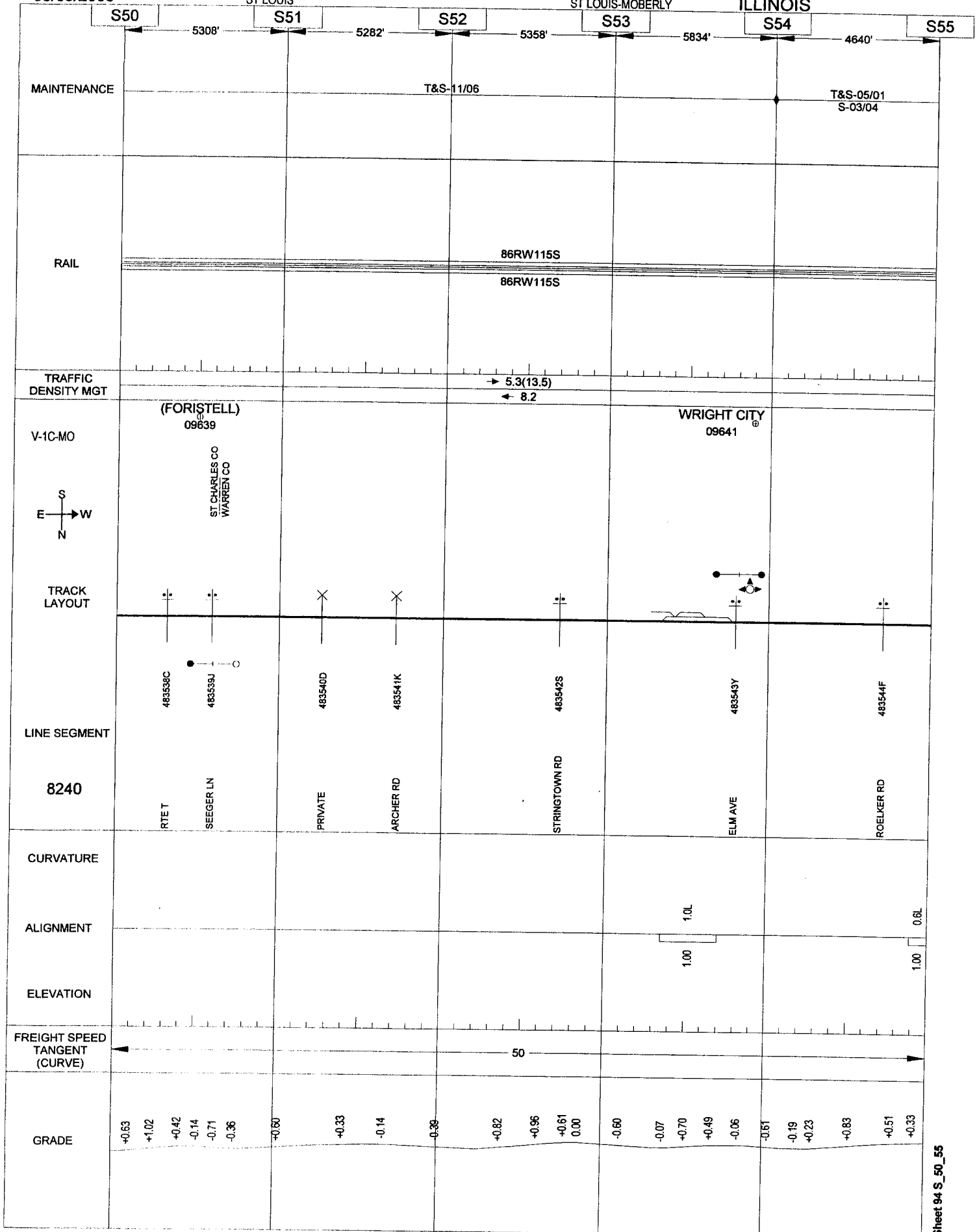
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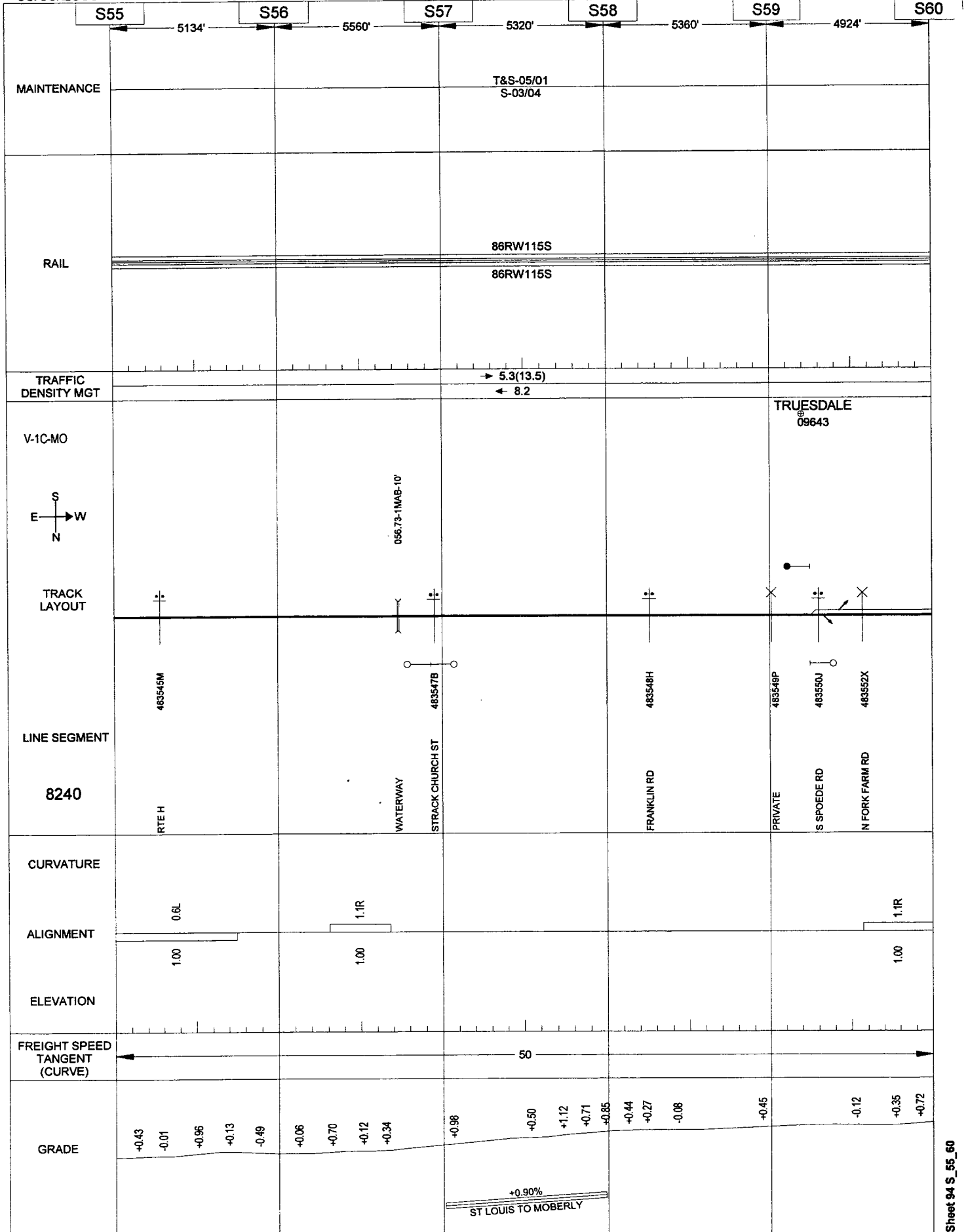
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112

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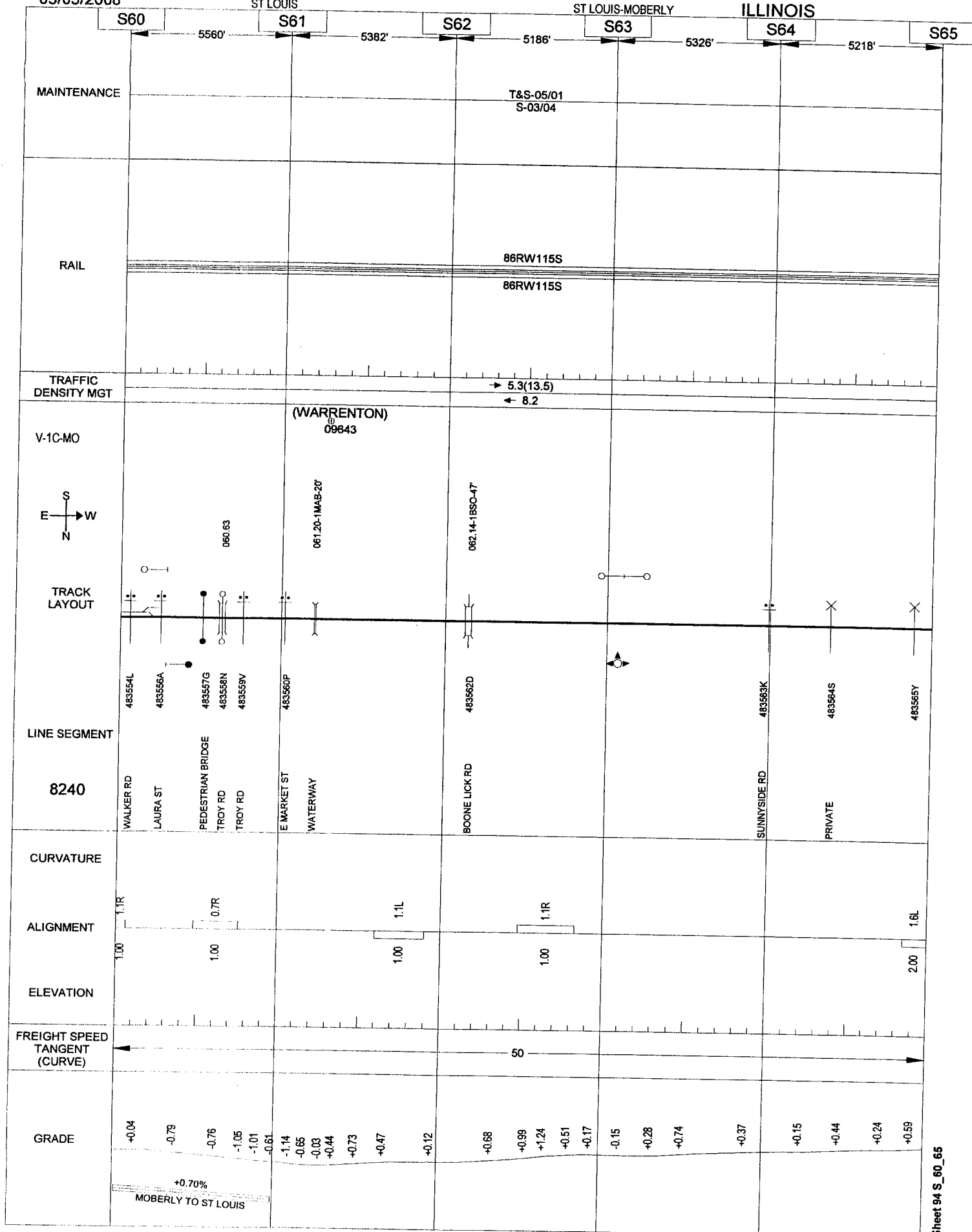
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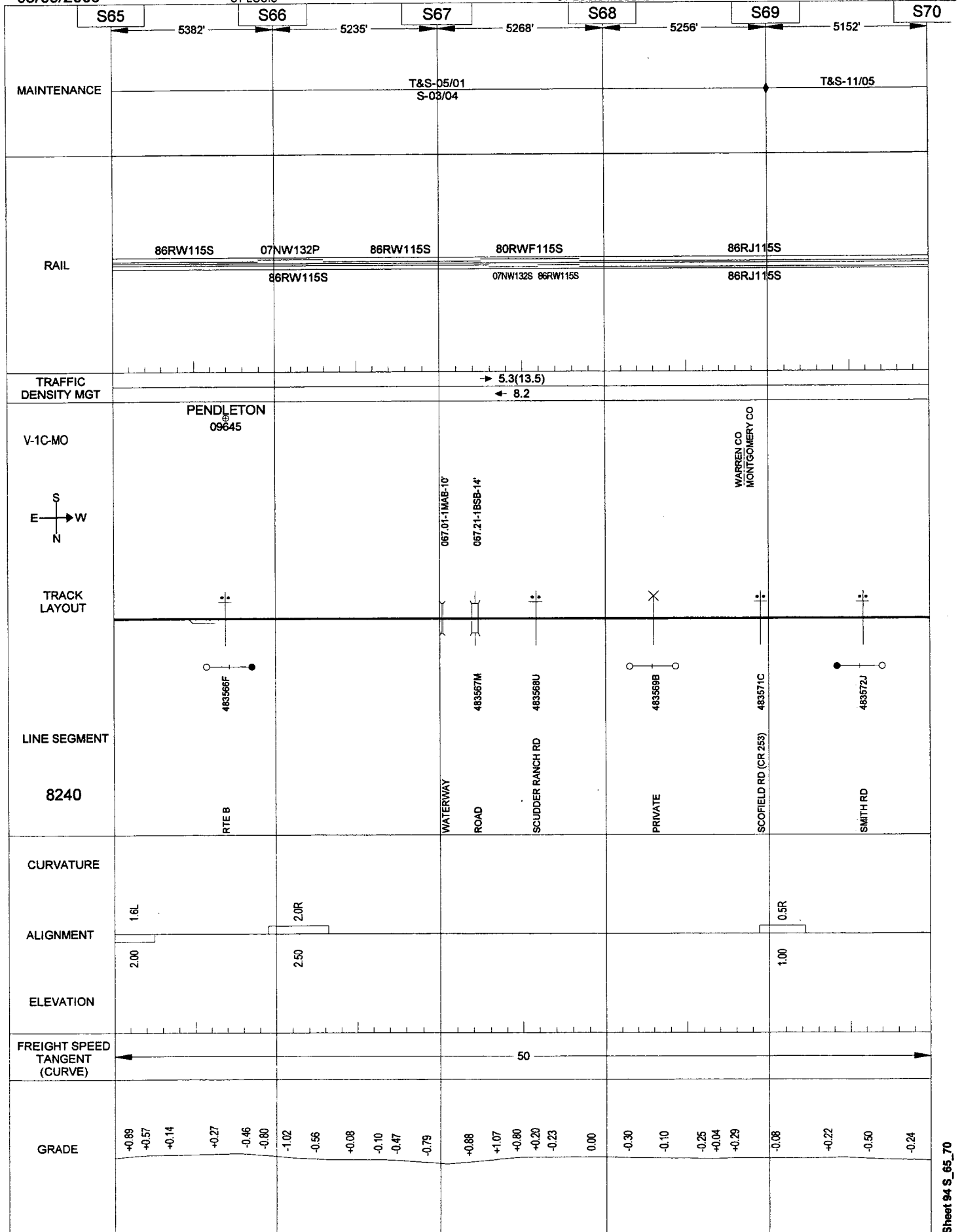
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114

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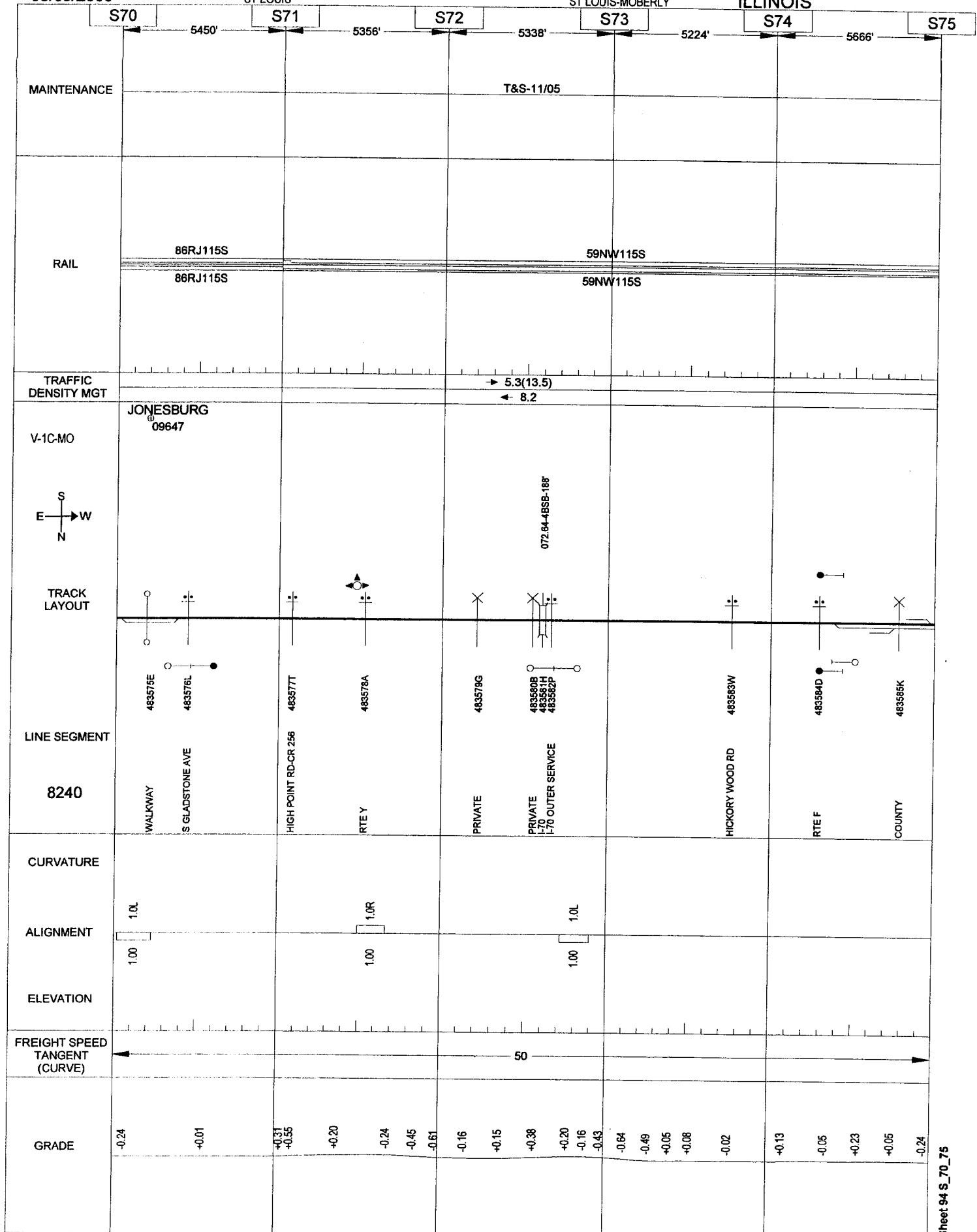
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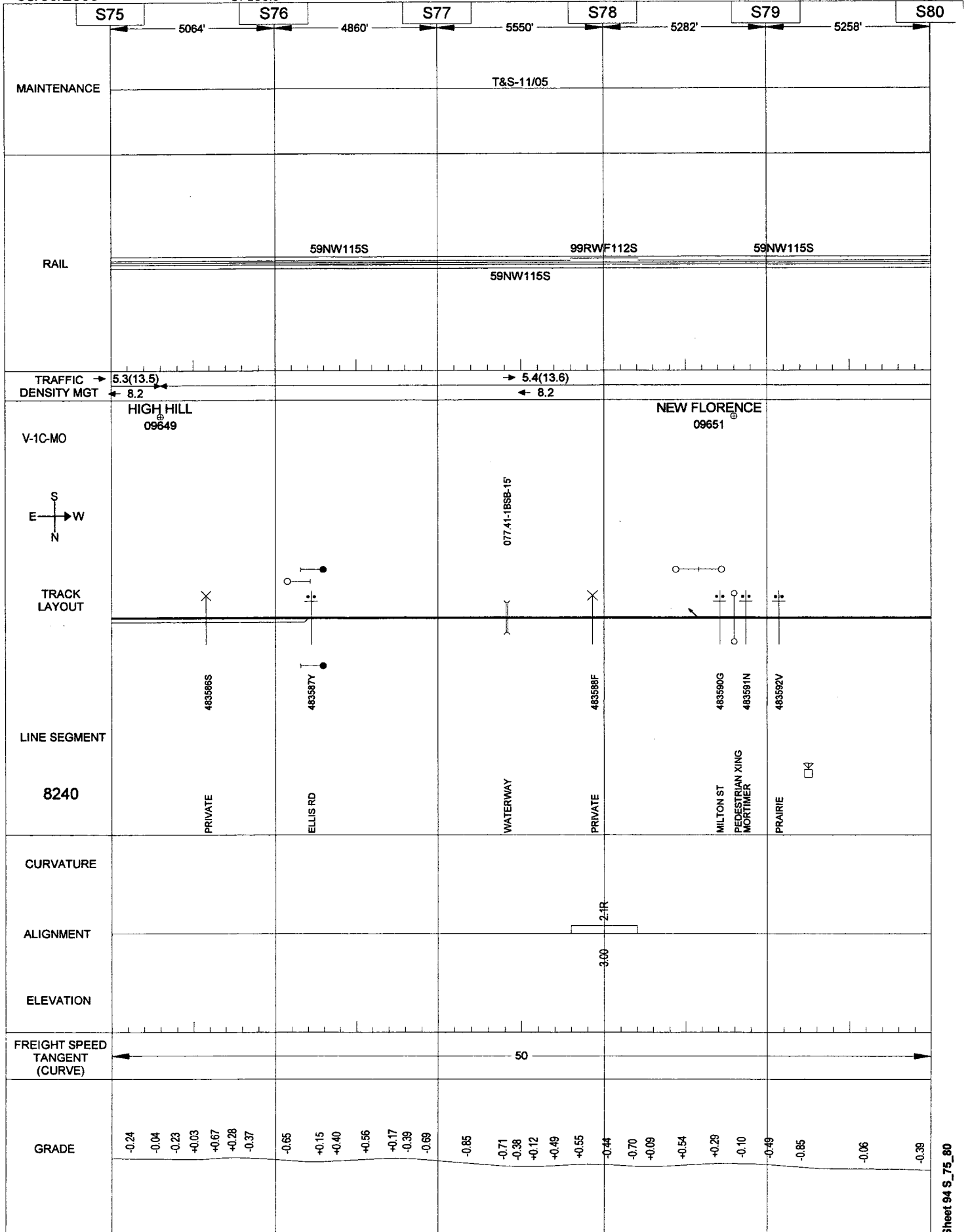
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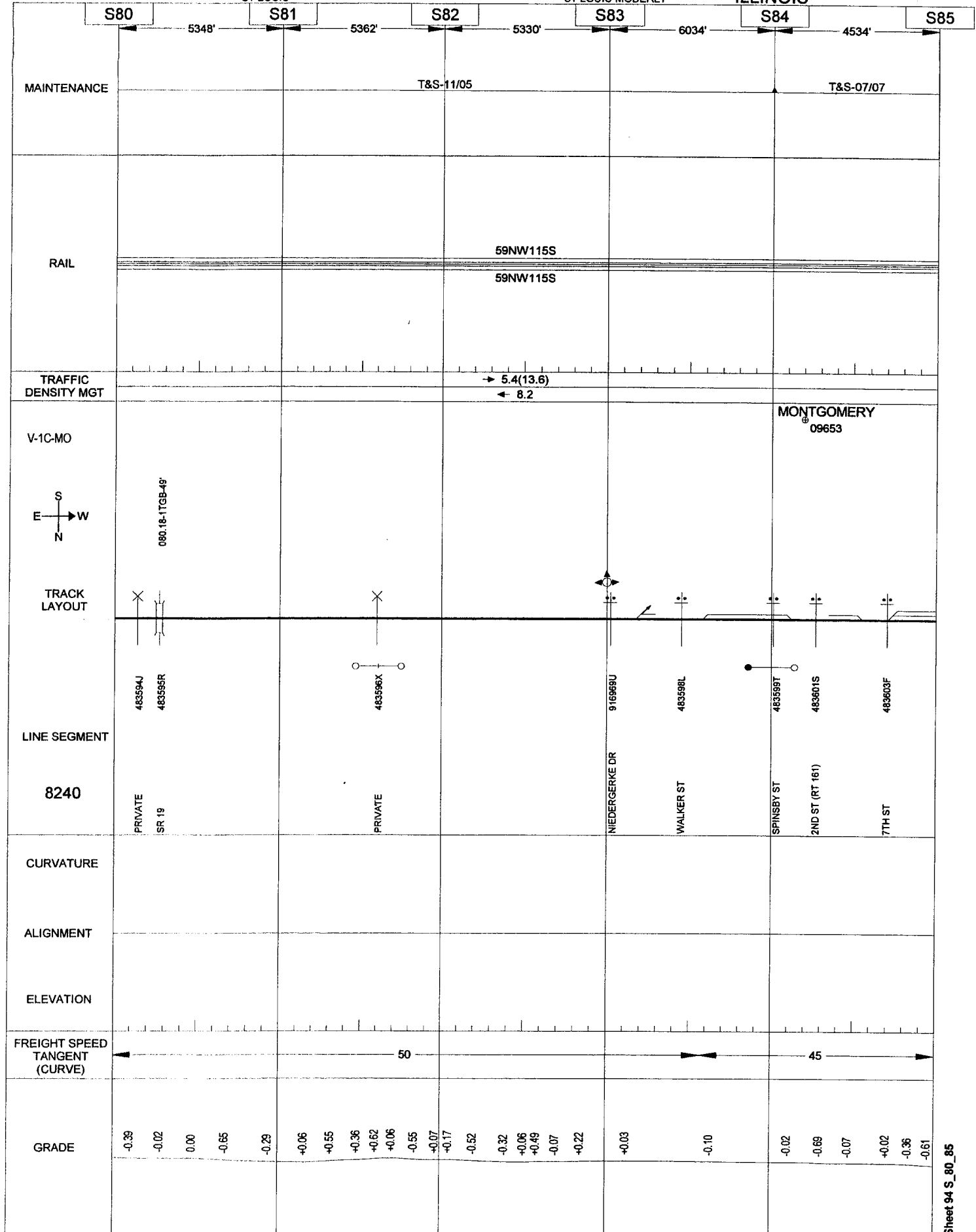
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117

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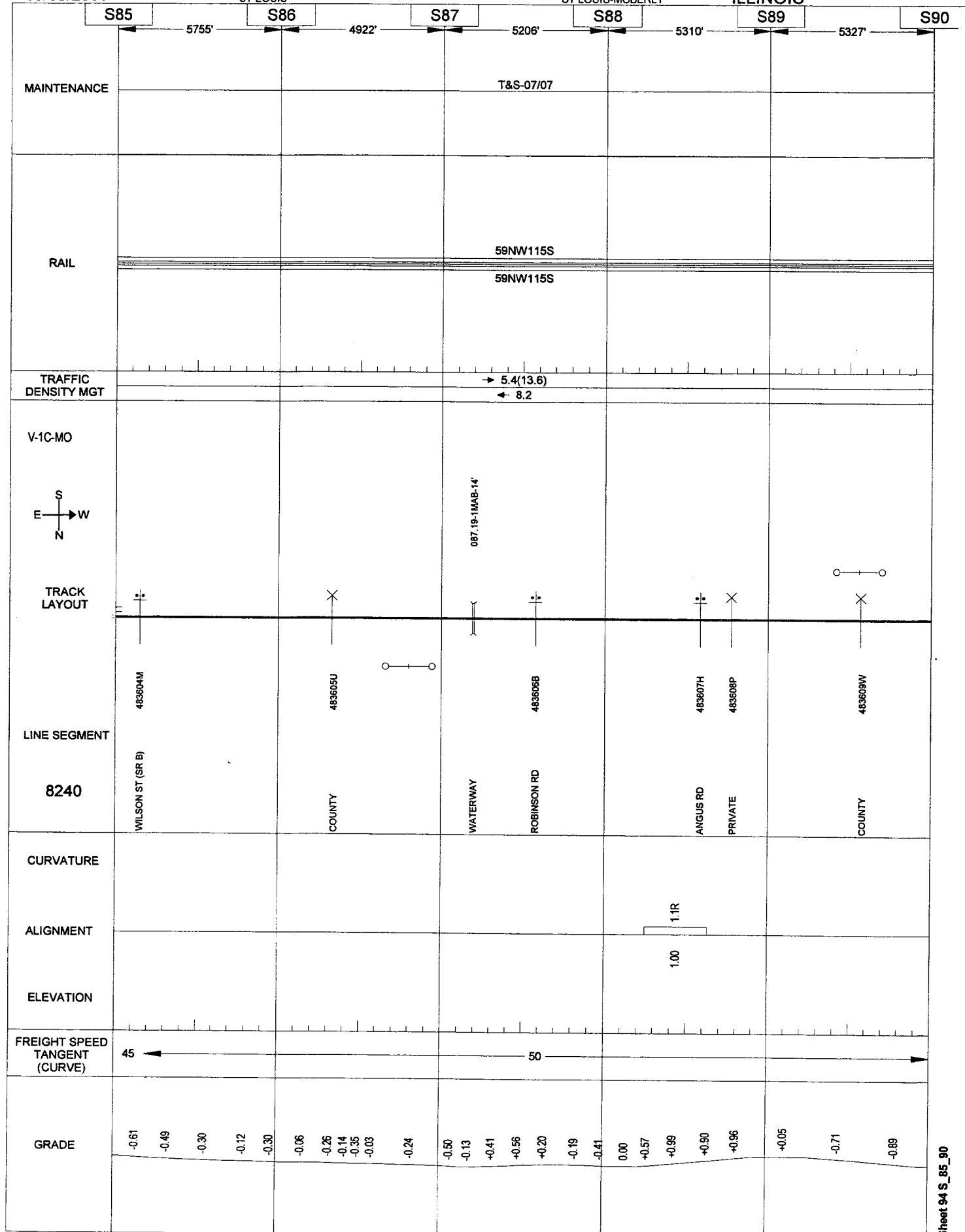
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118

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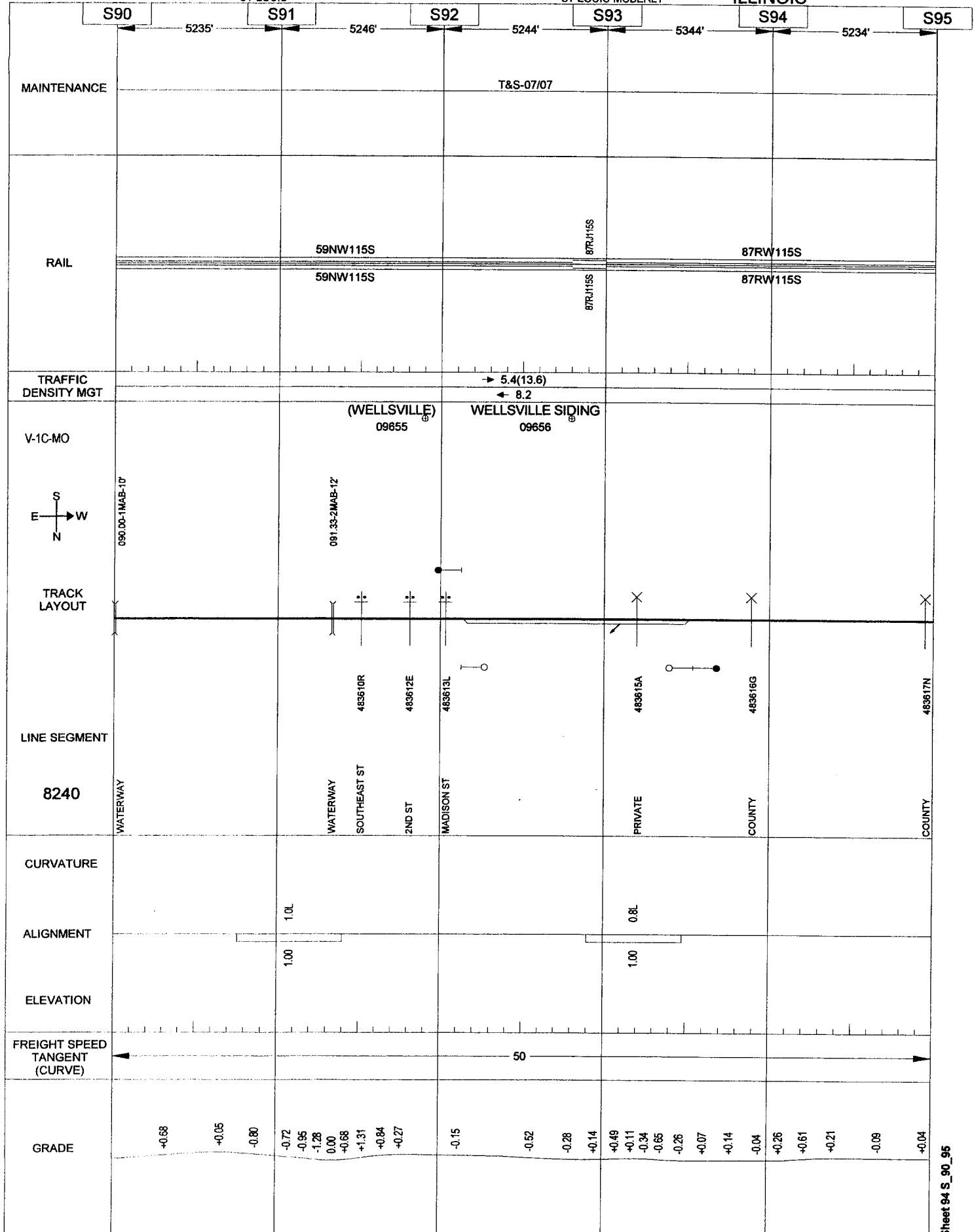
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119

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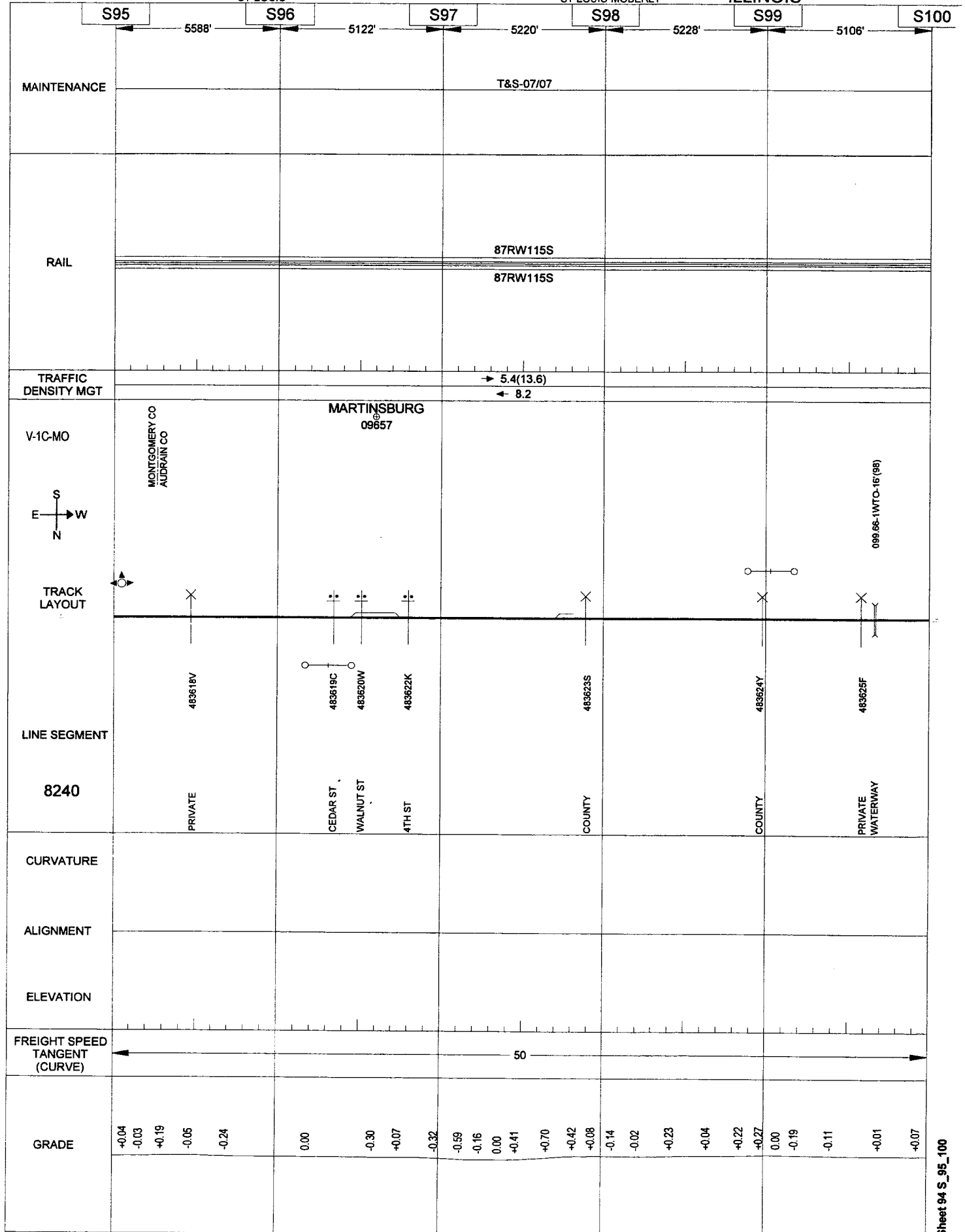
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120

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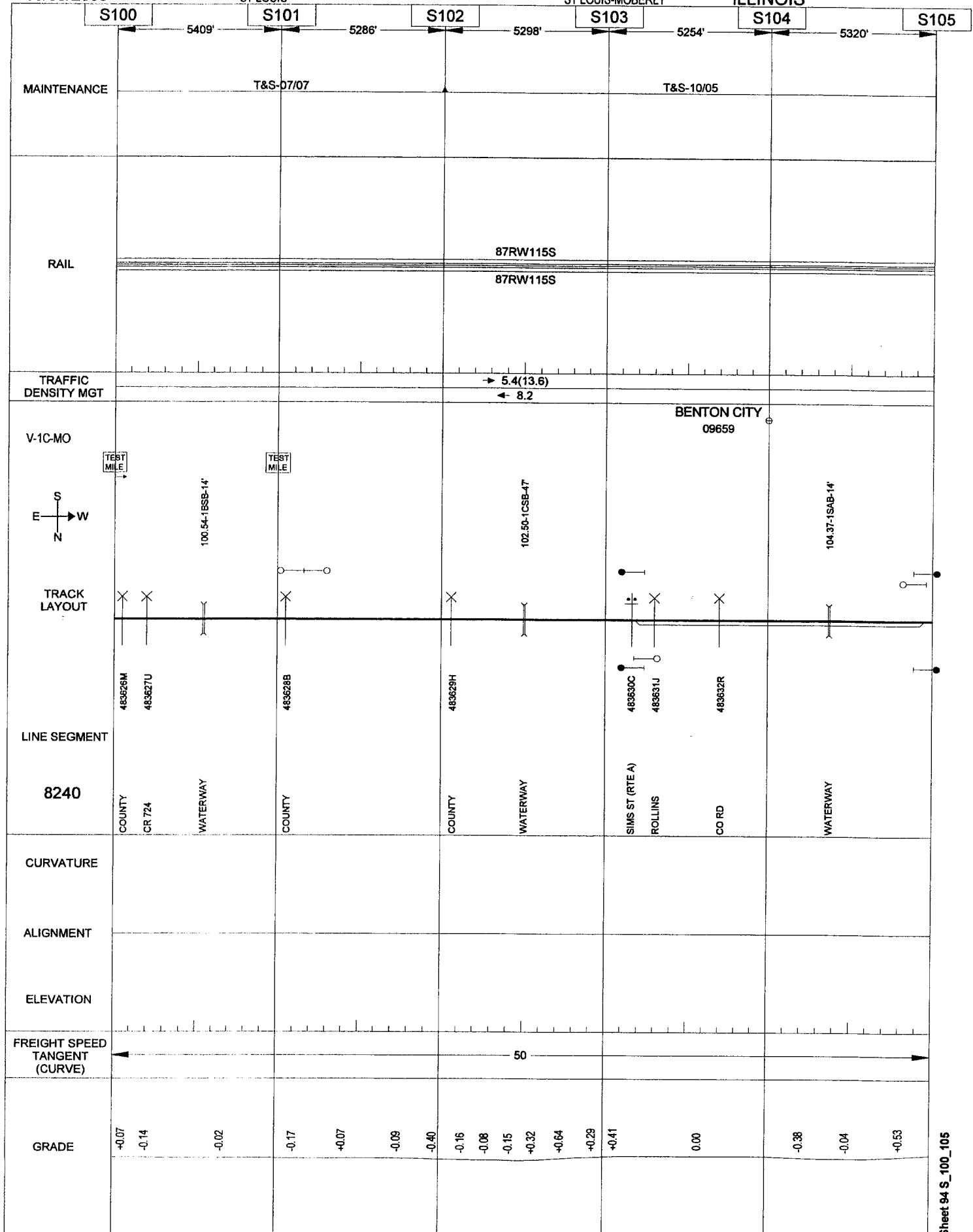
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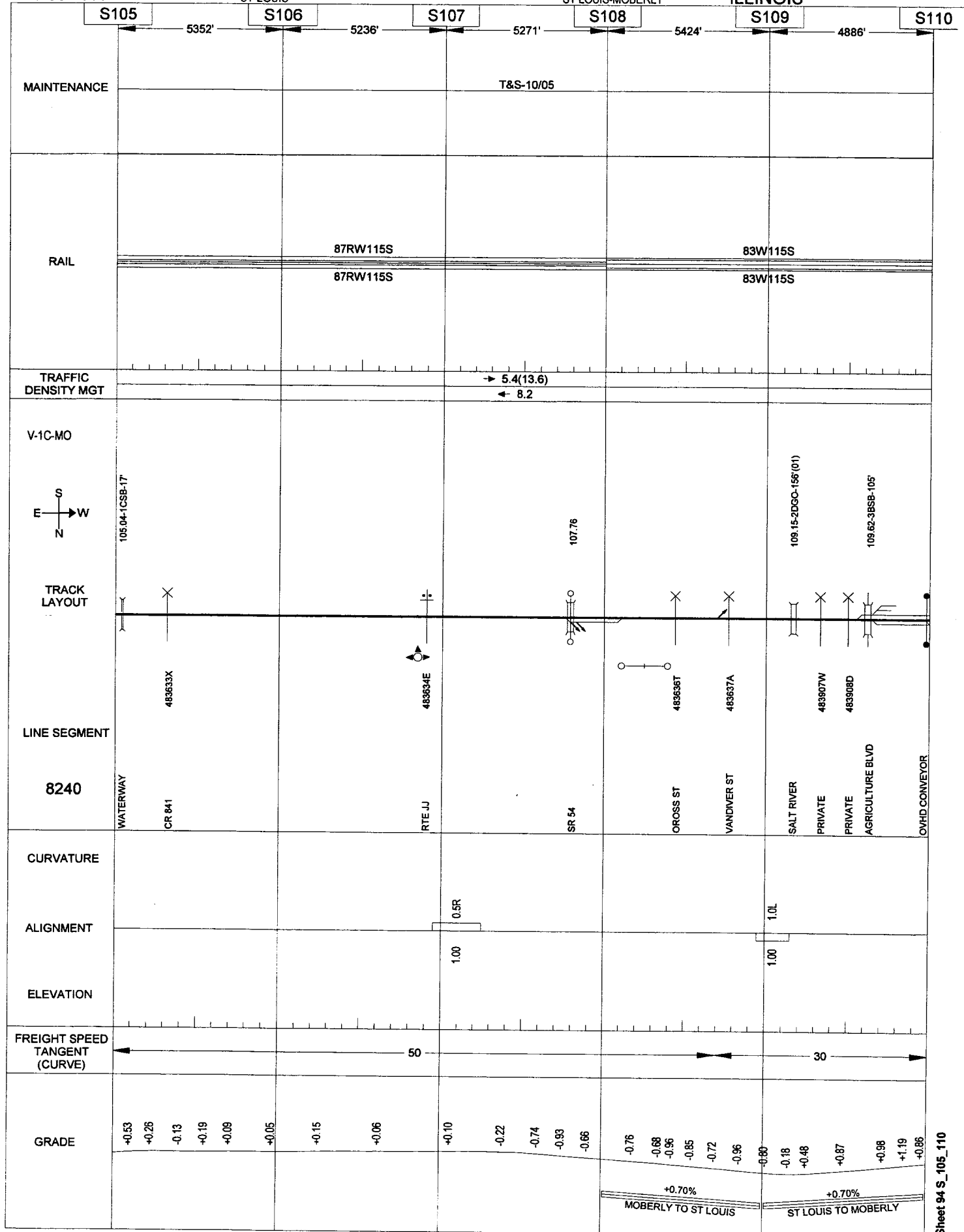
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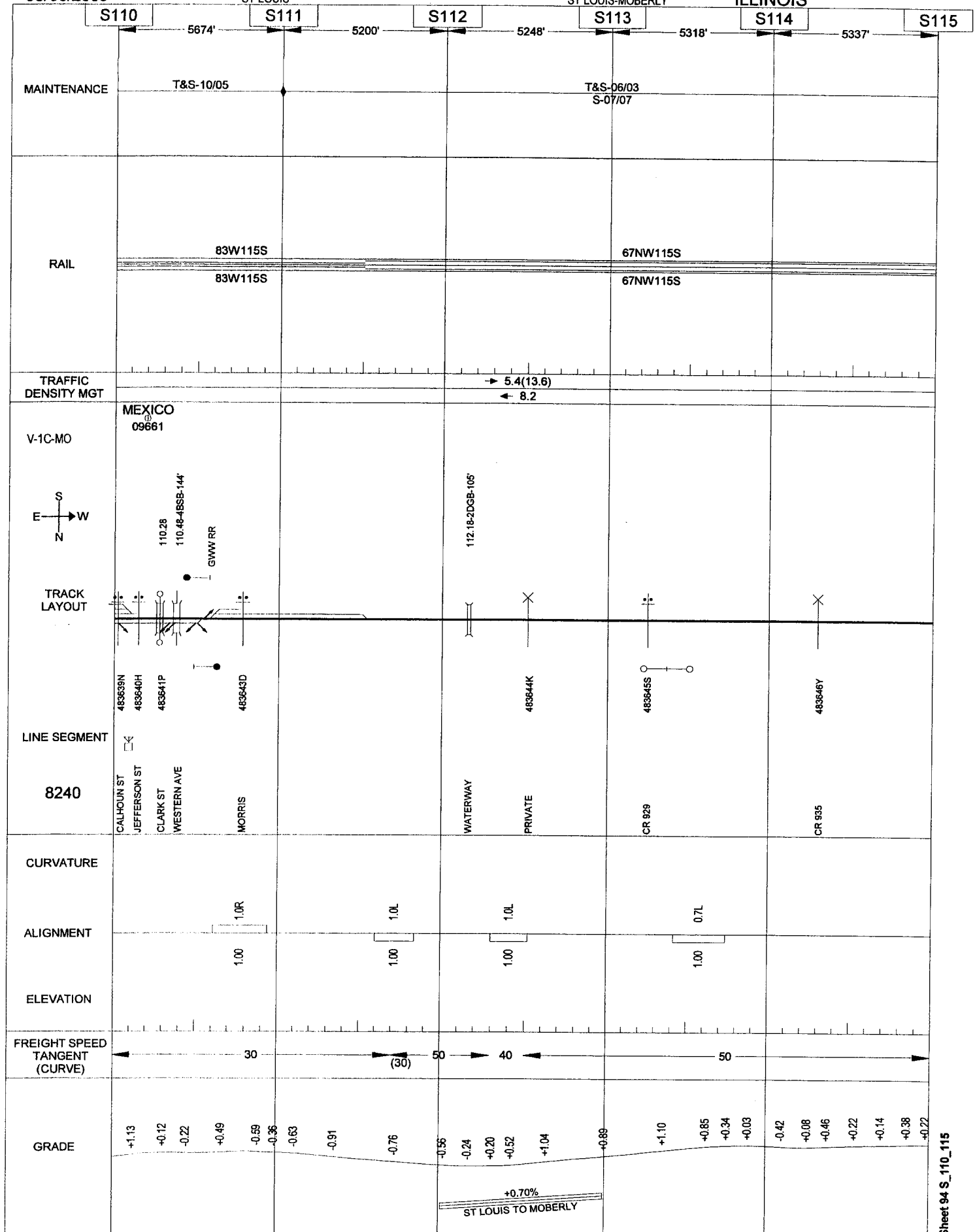
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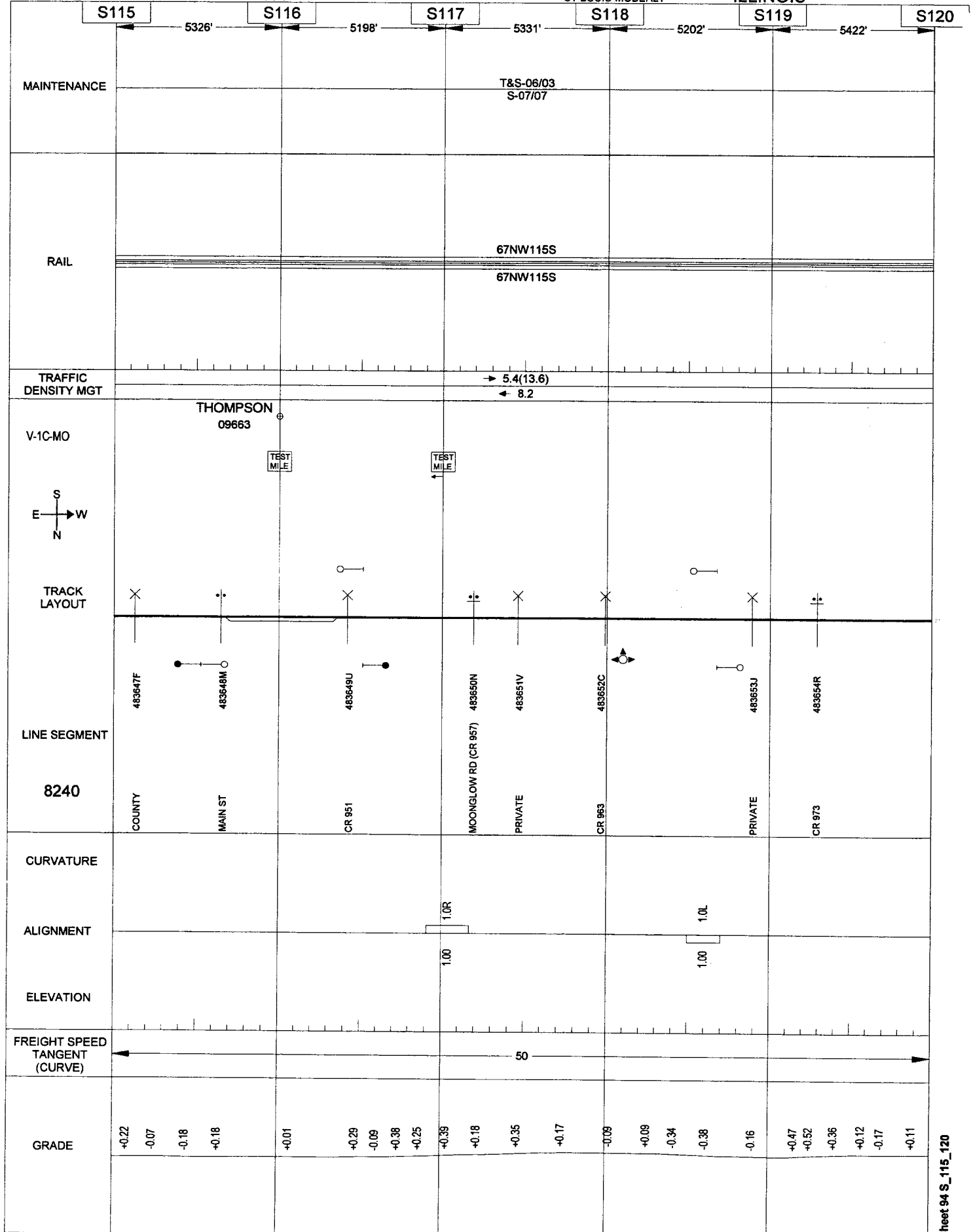
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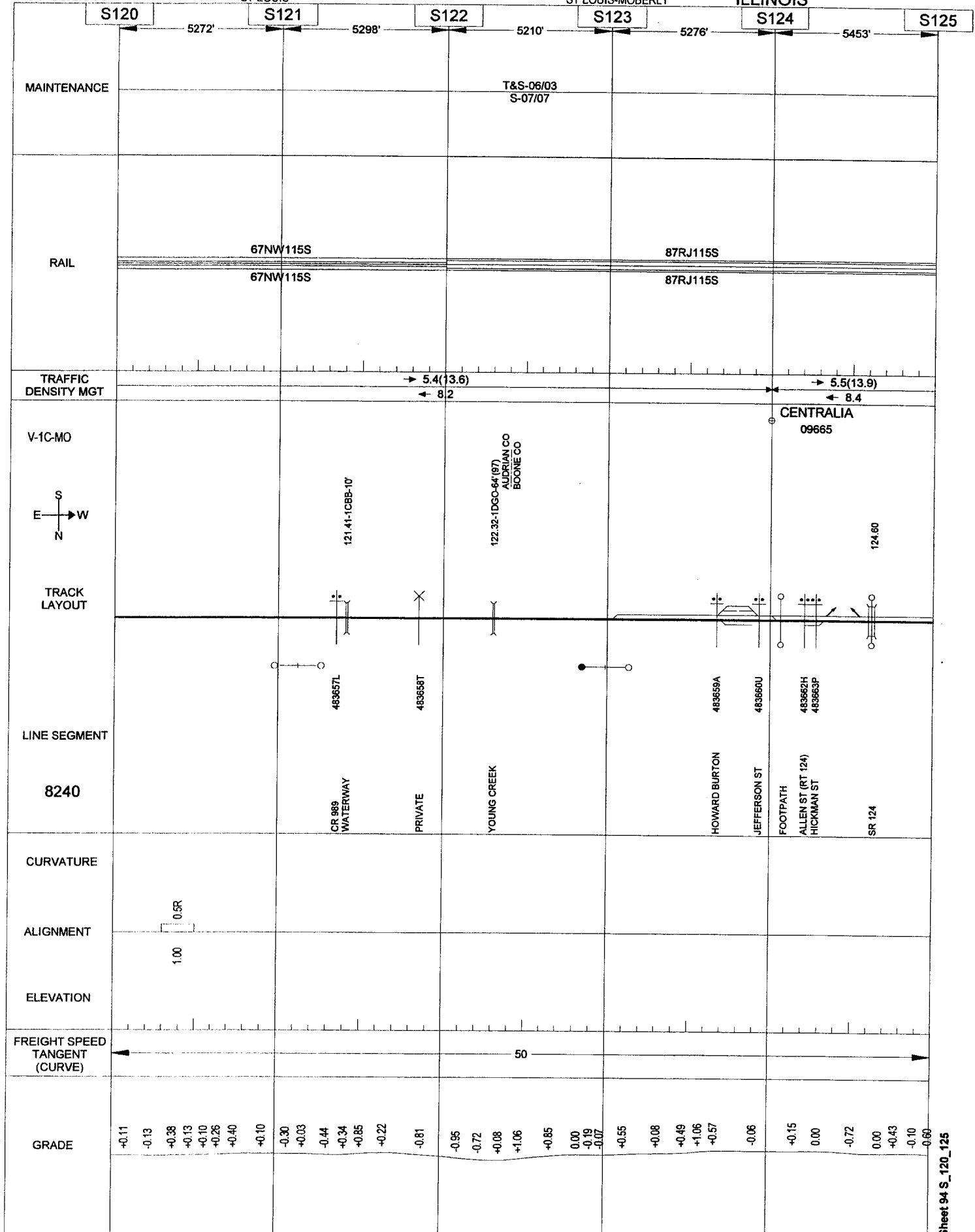
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ST LOUIS

125

ST LOUIS-MOBERLY

ILLINOIS



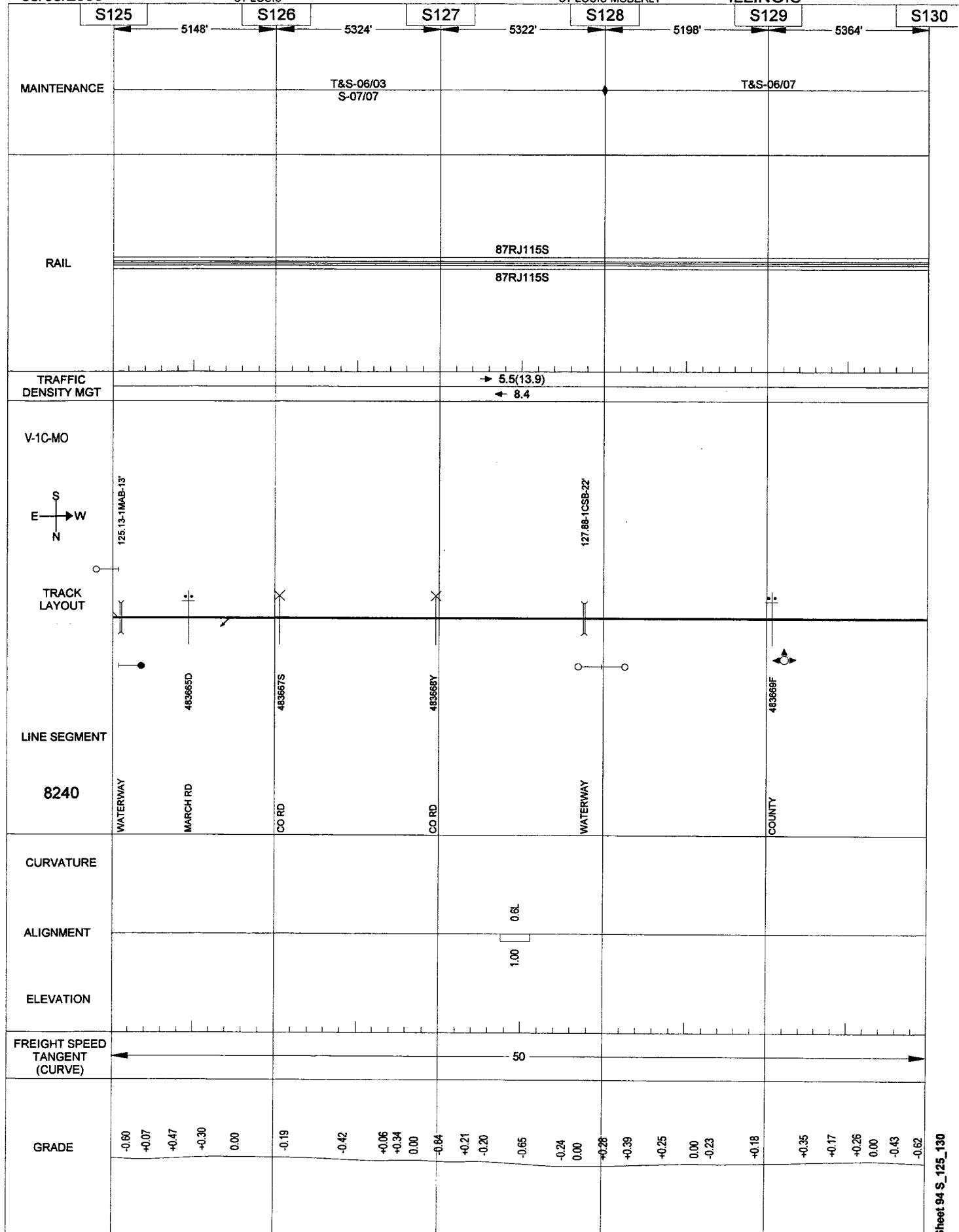
03/03/2008

126

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS



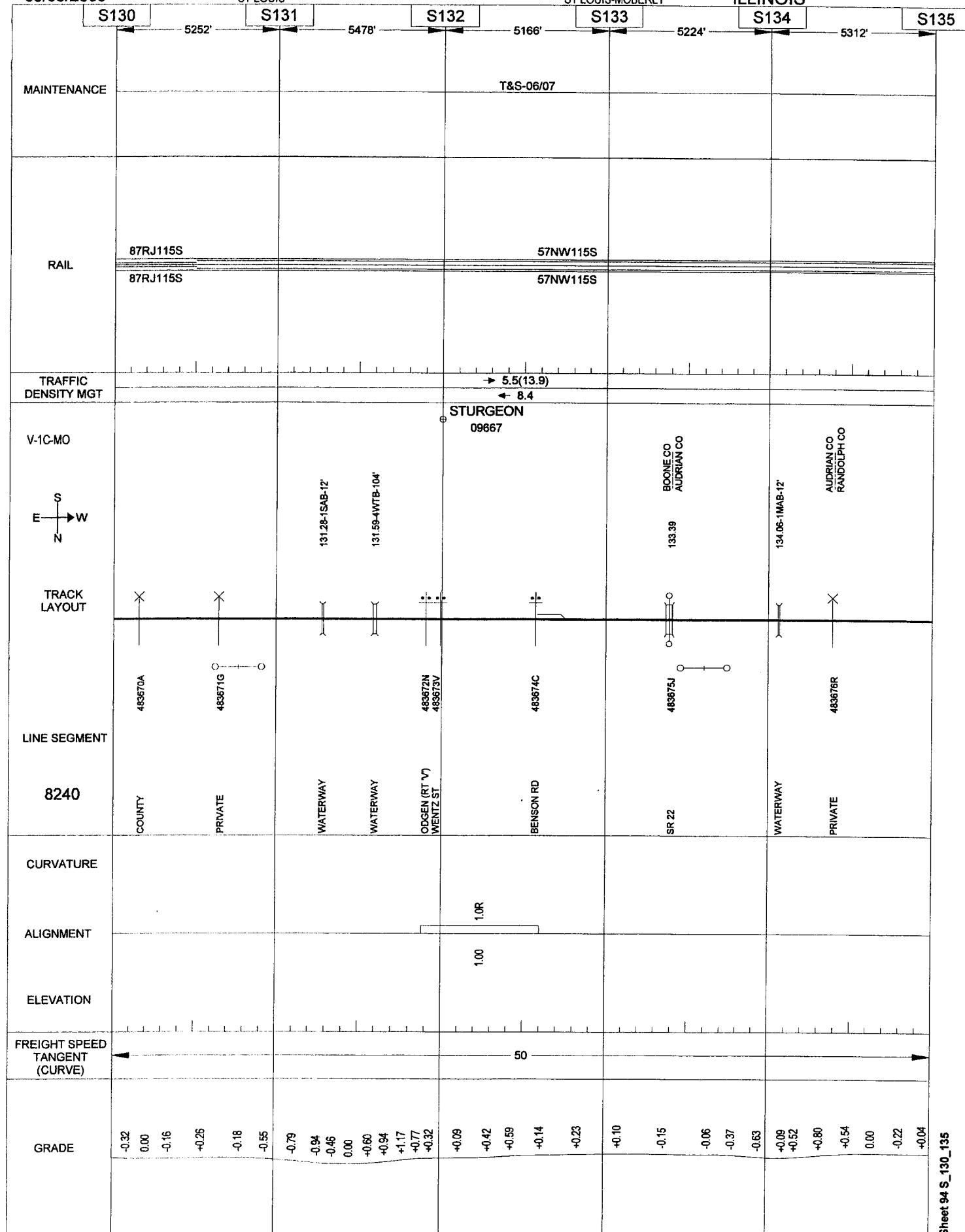
03/03/2008

ST LOUIS

127

ST LOUIS-MOBERLY

ILLINOIS



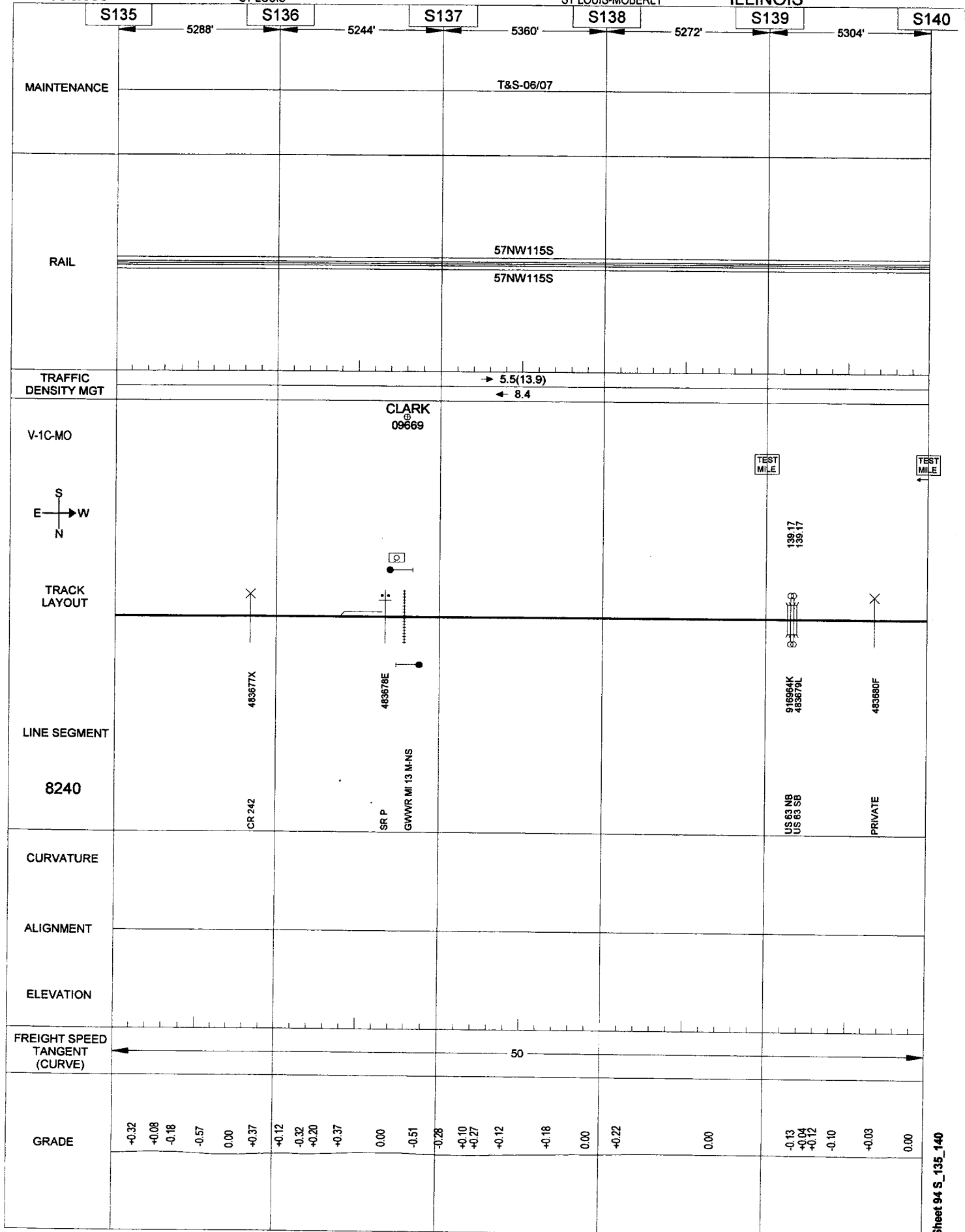
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128

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS



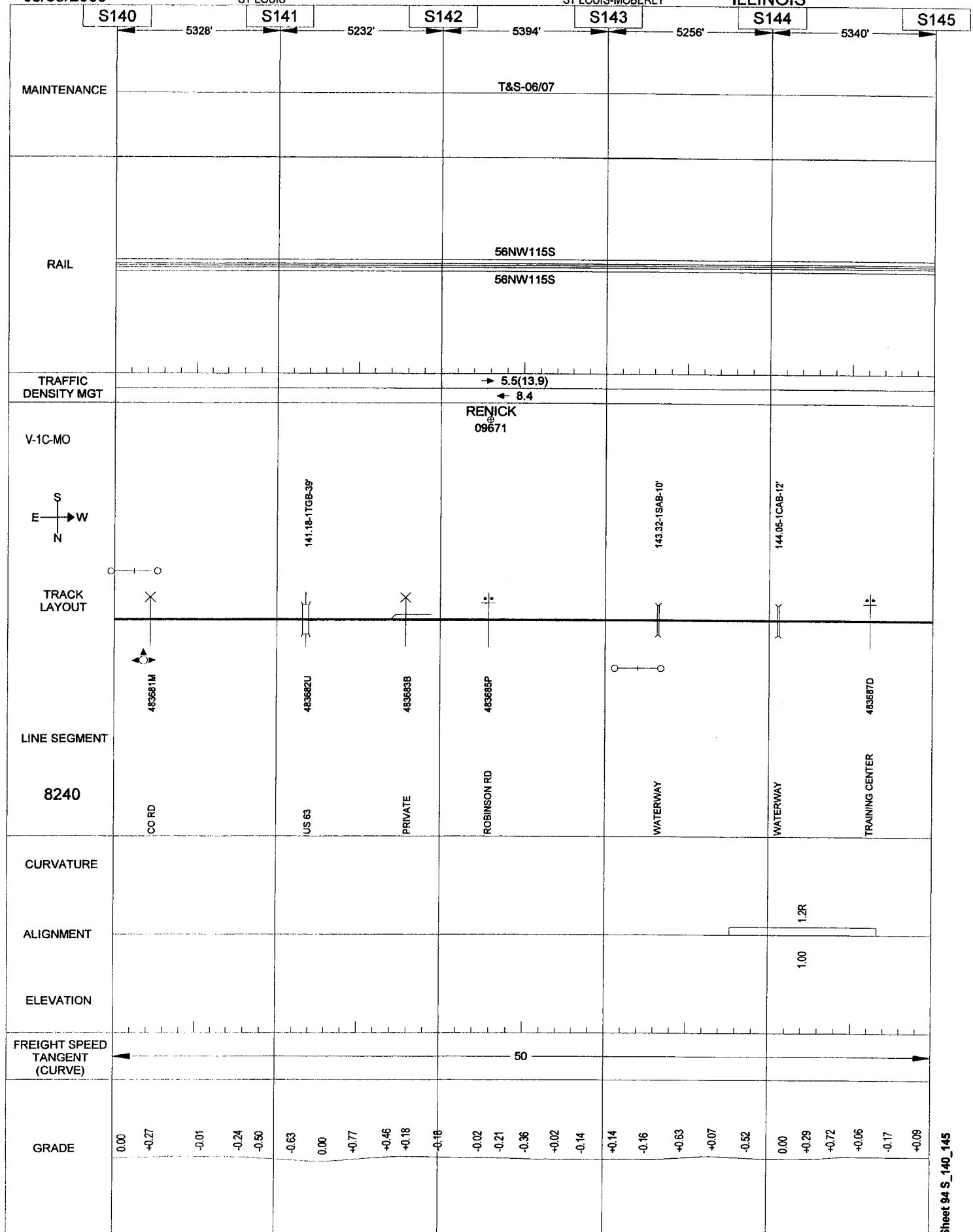
03/03/2008

129

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS



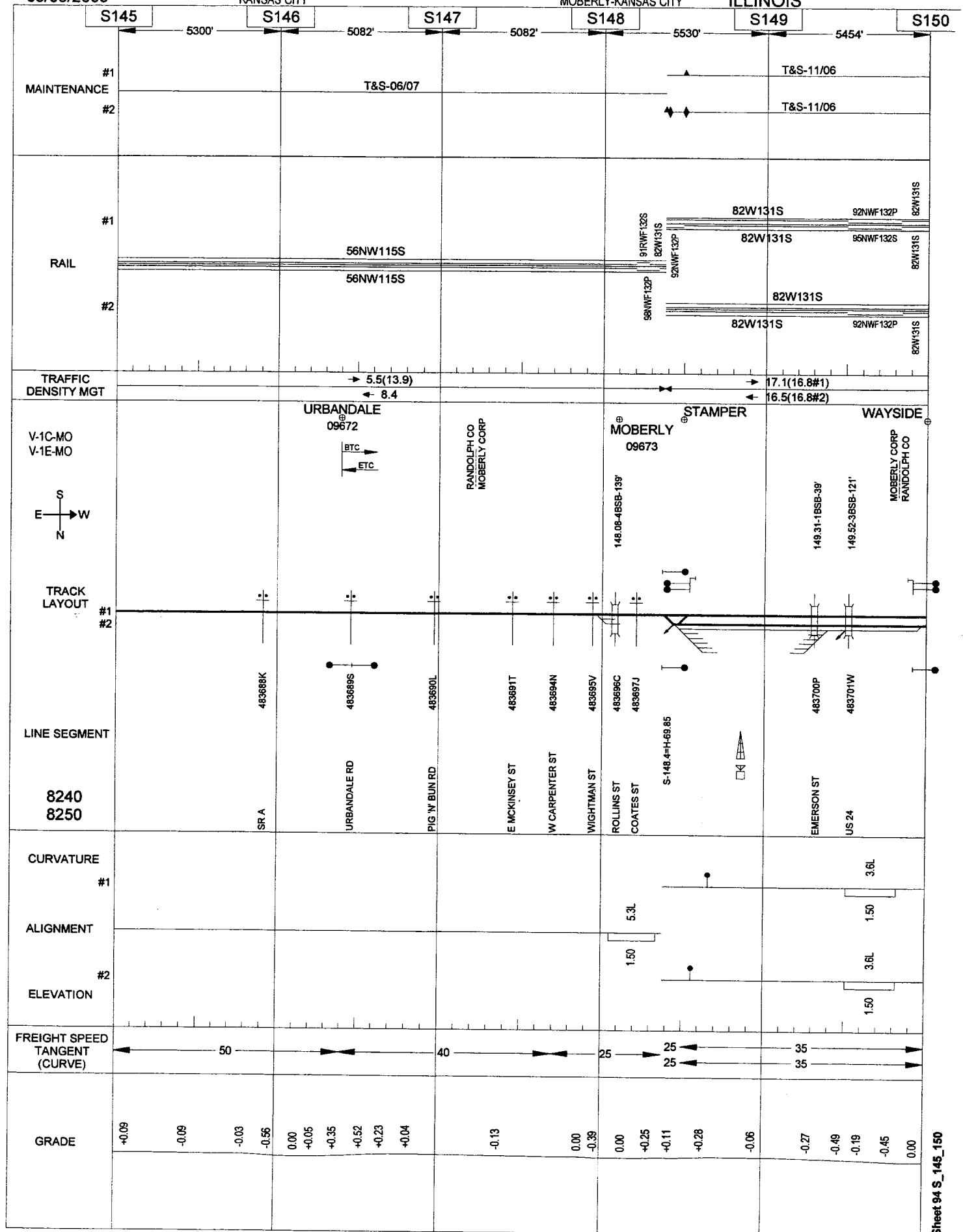
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130

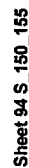
KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



ILLINOIS



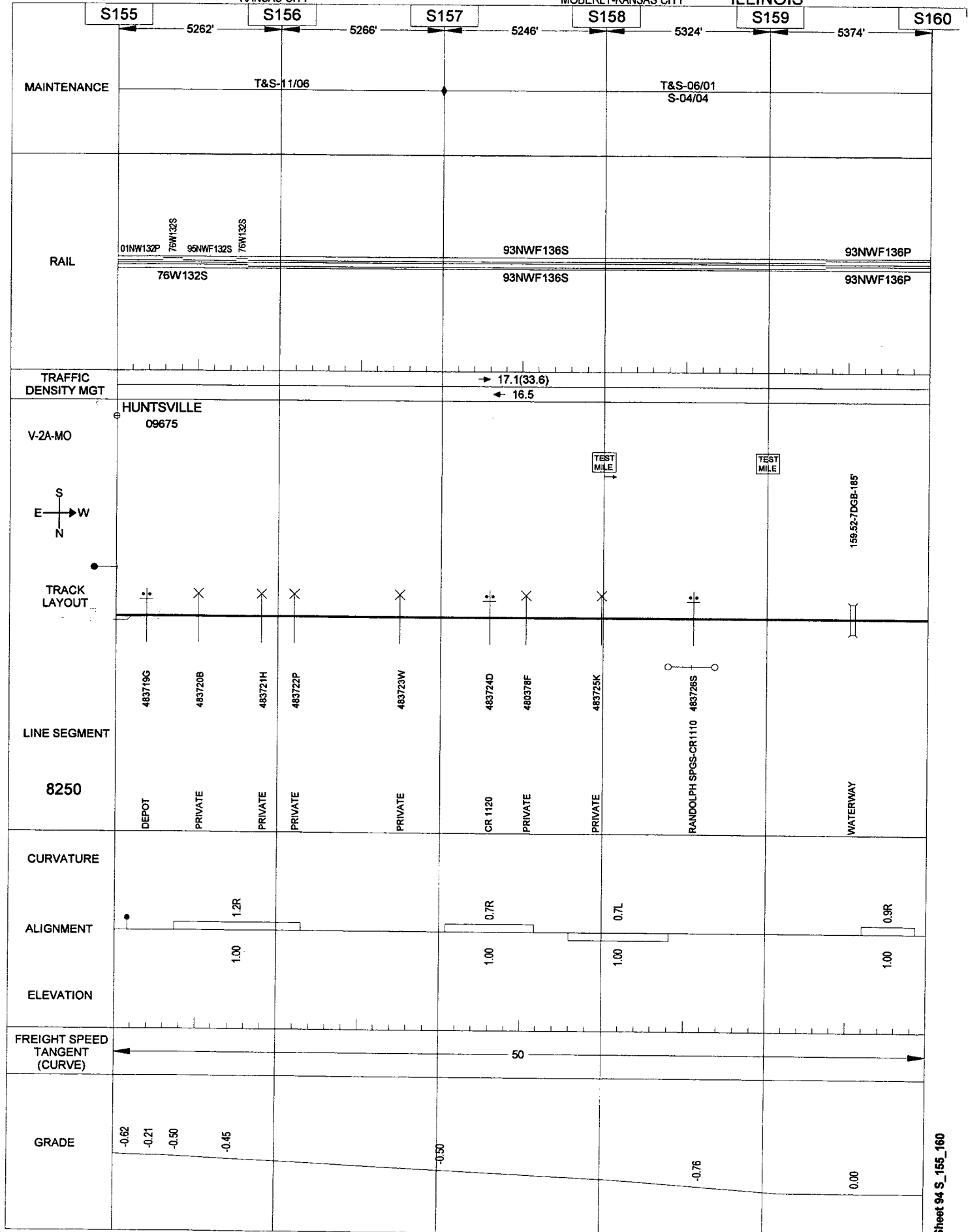
03/03/2008

132

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



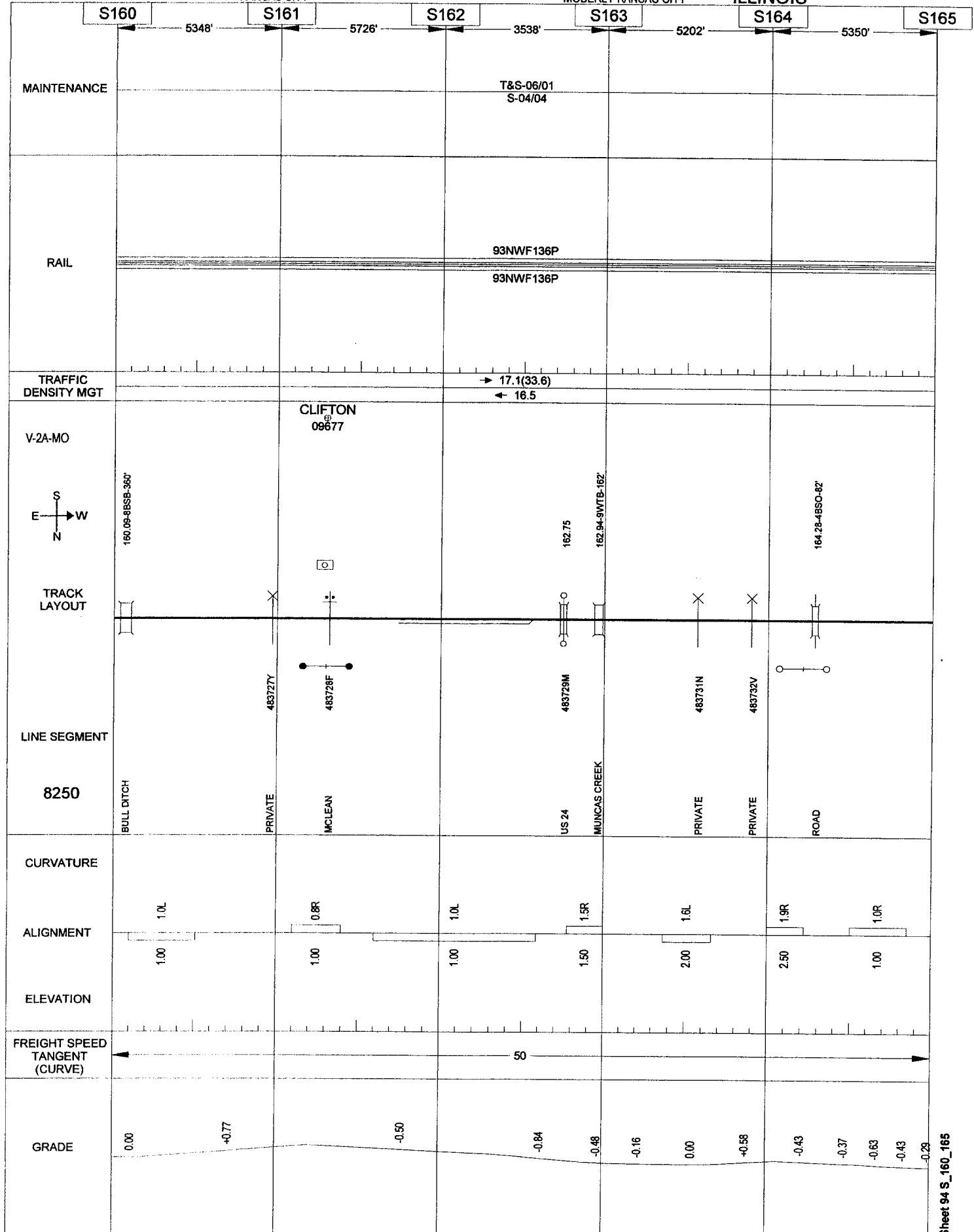
03/03/2008

KANSAS CITY

133

MOBERLY-KANSAS CITY

ILLINOIS



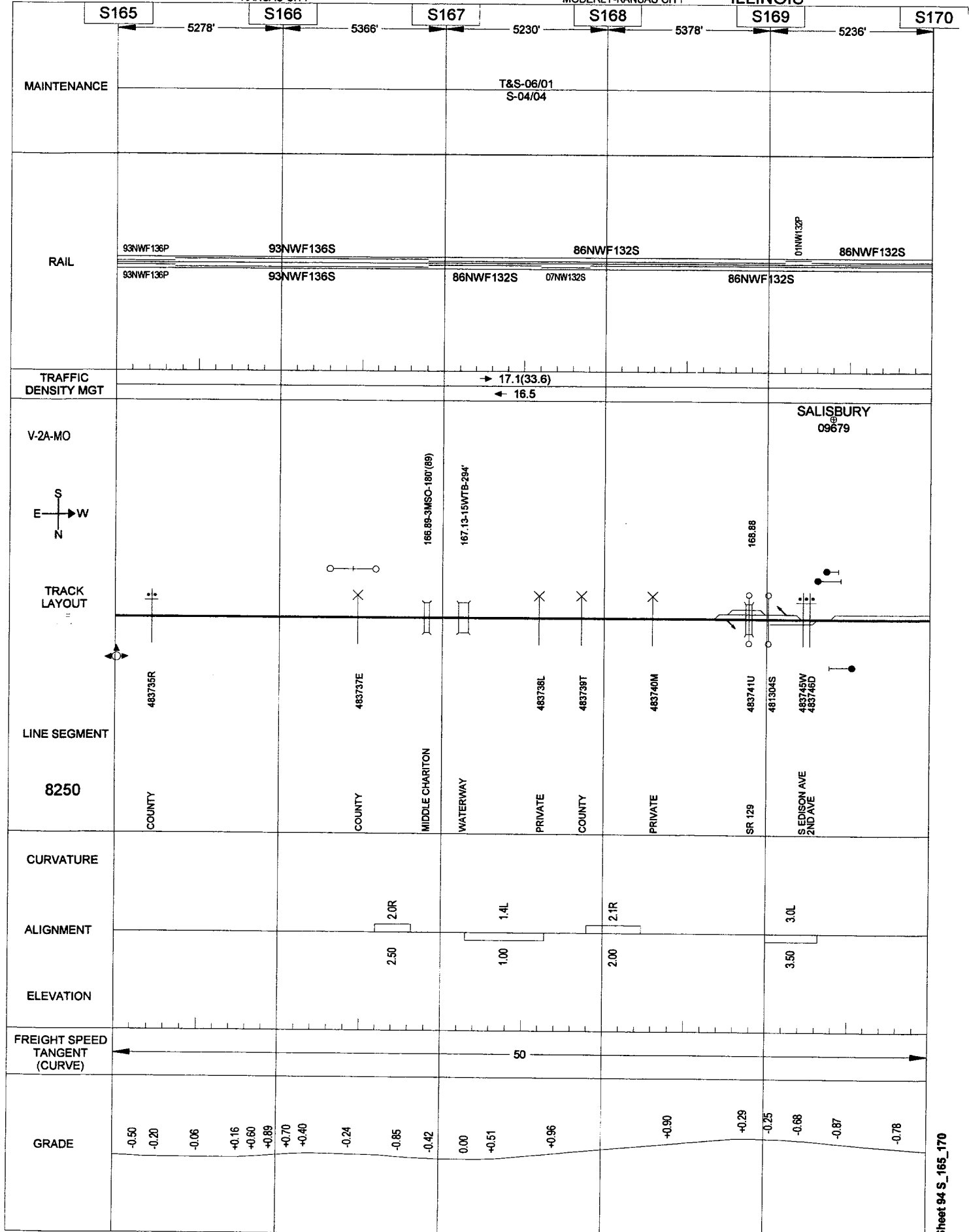
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134

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



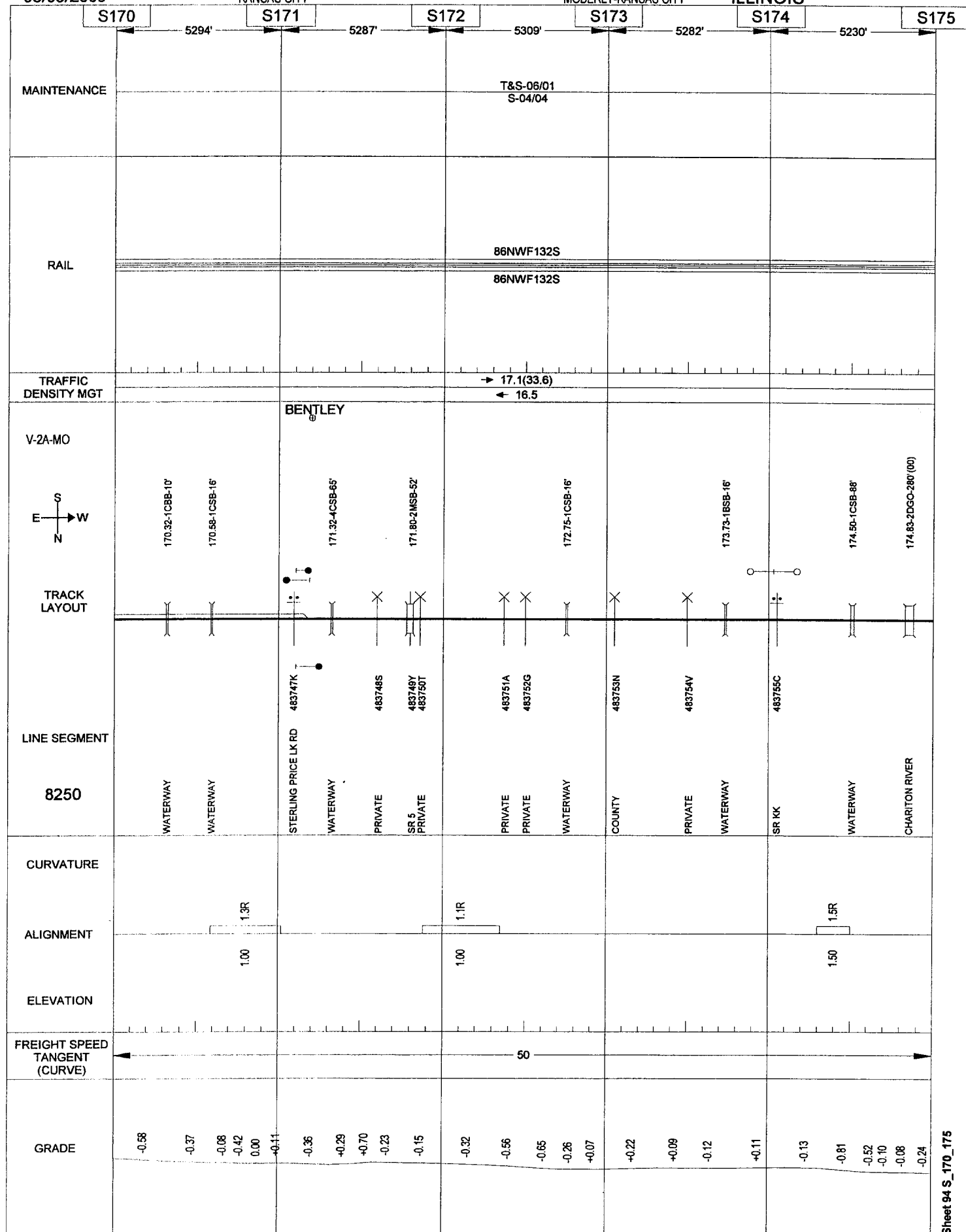
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135

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



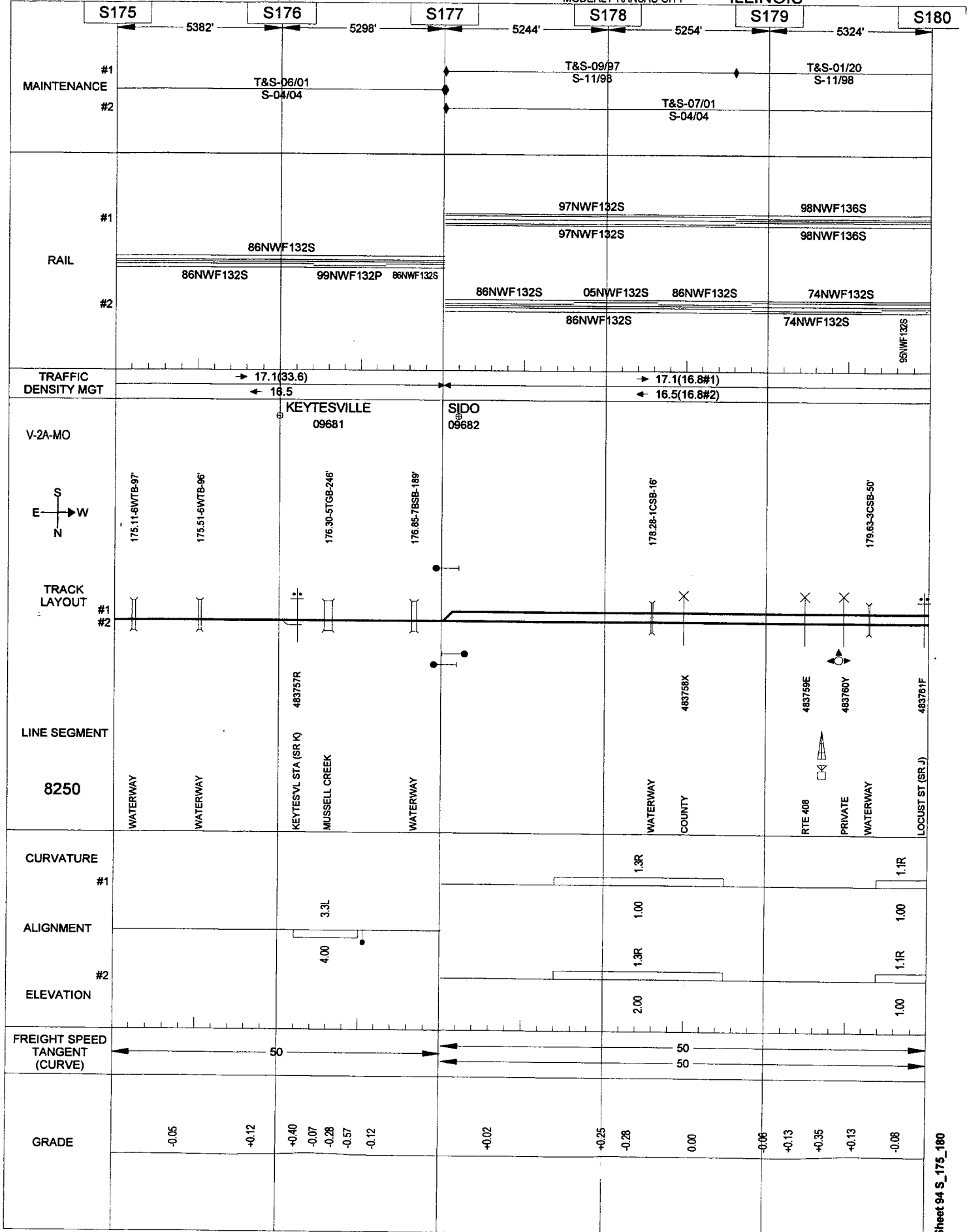
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136

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



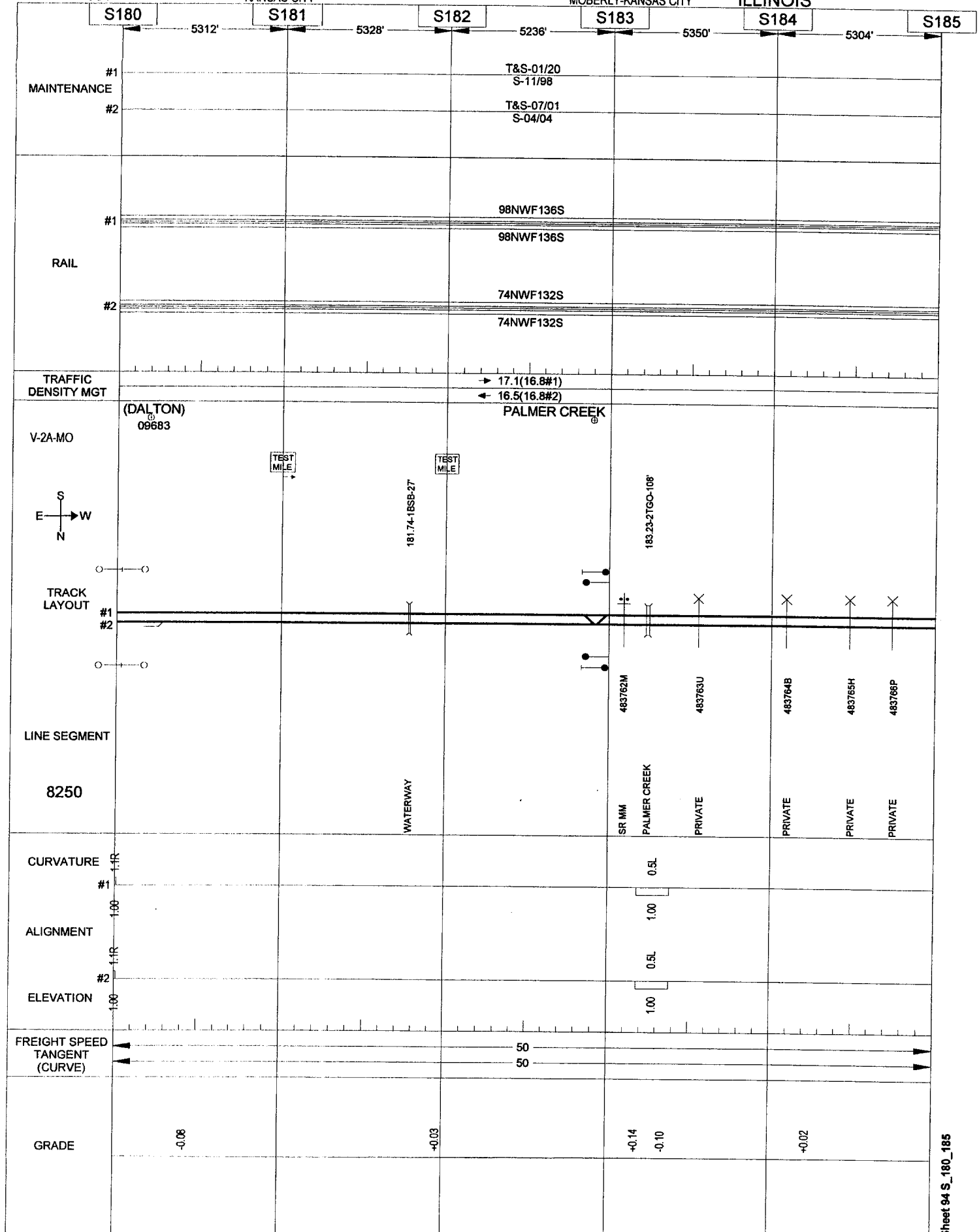
03/03/2008

KANSAS CITY

137

MOBERLY-KANSAS CITY

ILLINOIS



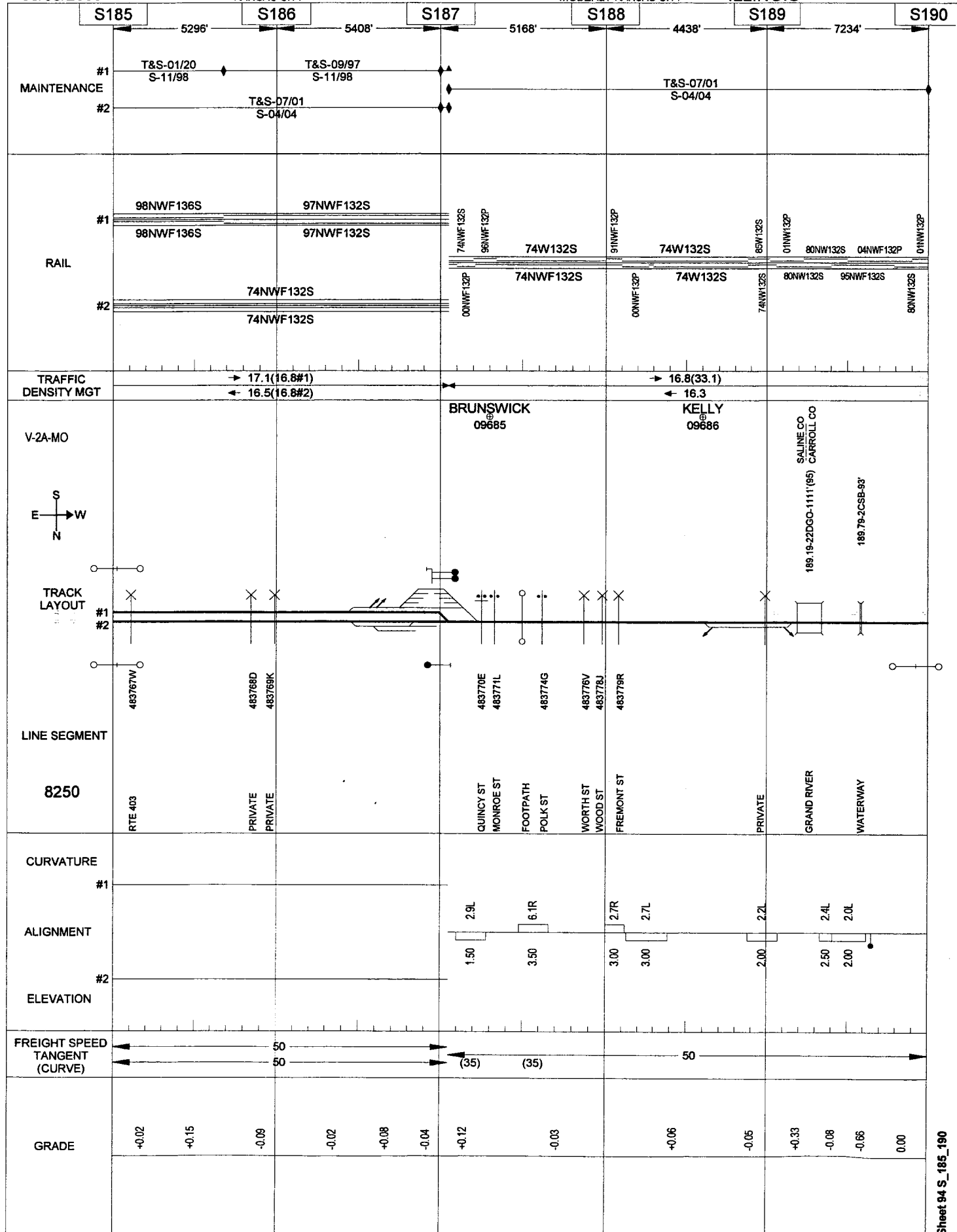
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138

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



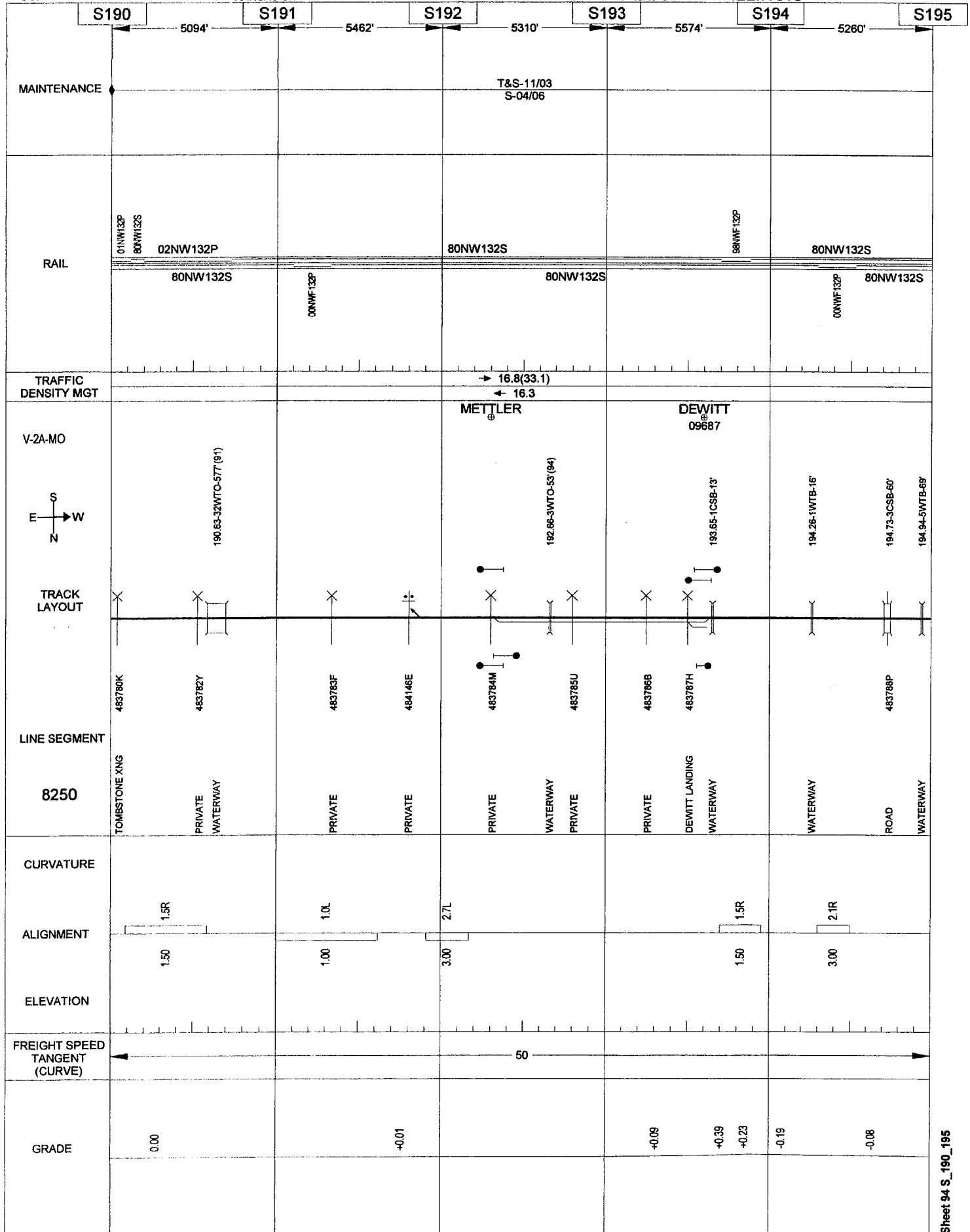
03/03/2008

KANSAS CITY

139

MOBERLY-KANSAS CITY

ILLINOIS



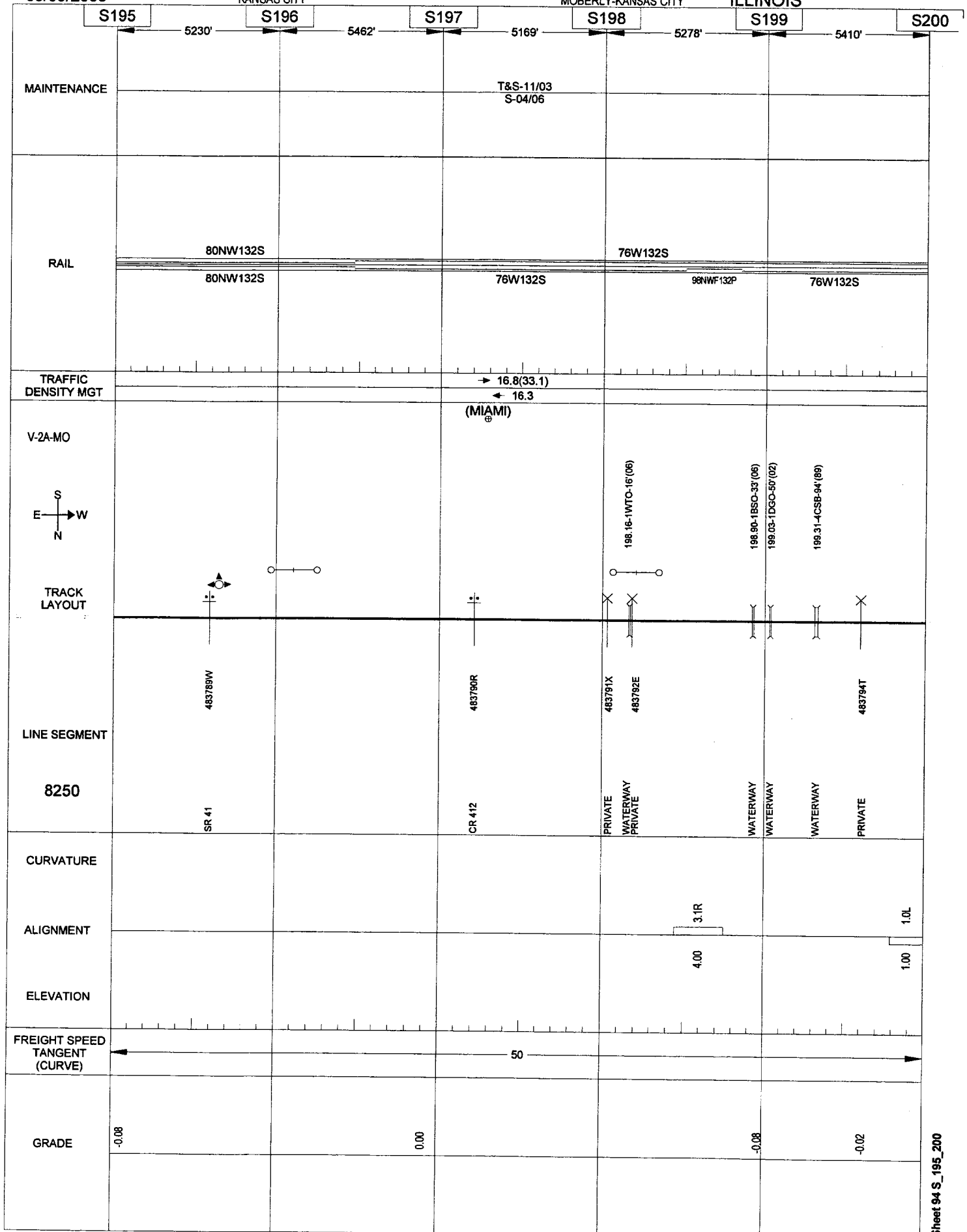
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140

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



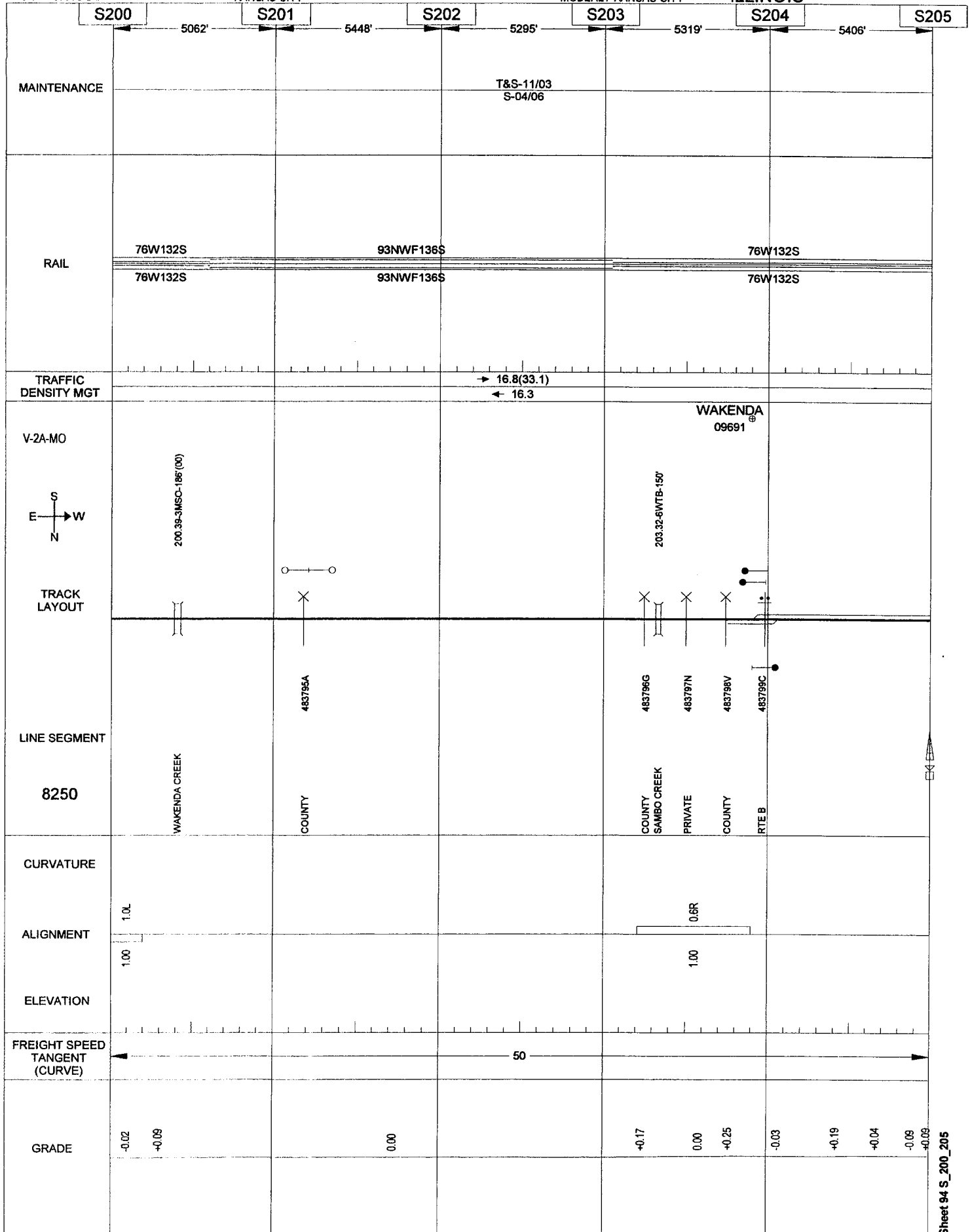
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KANSAS CITY

141

MOBERLY-KANSAS CITY

ILLINOIS



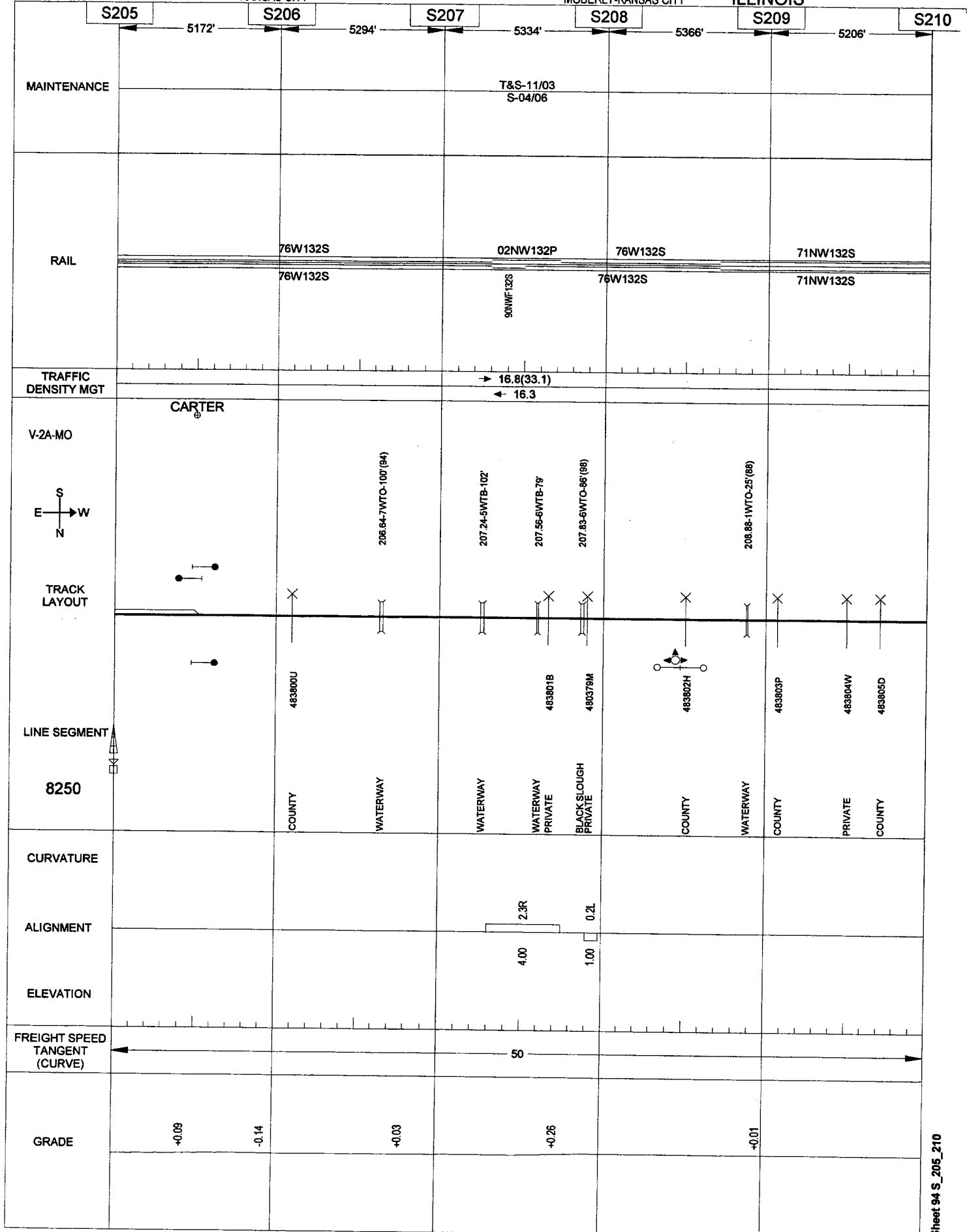
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142

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



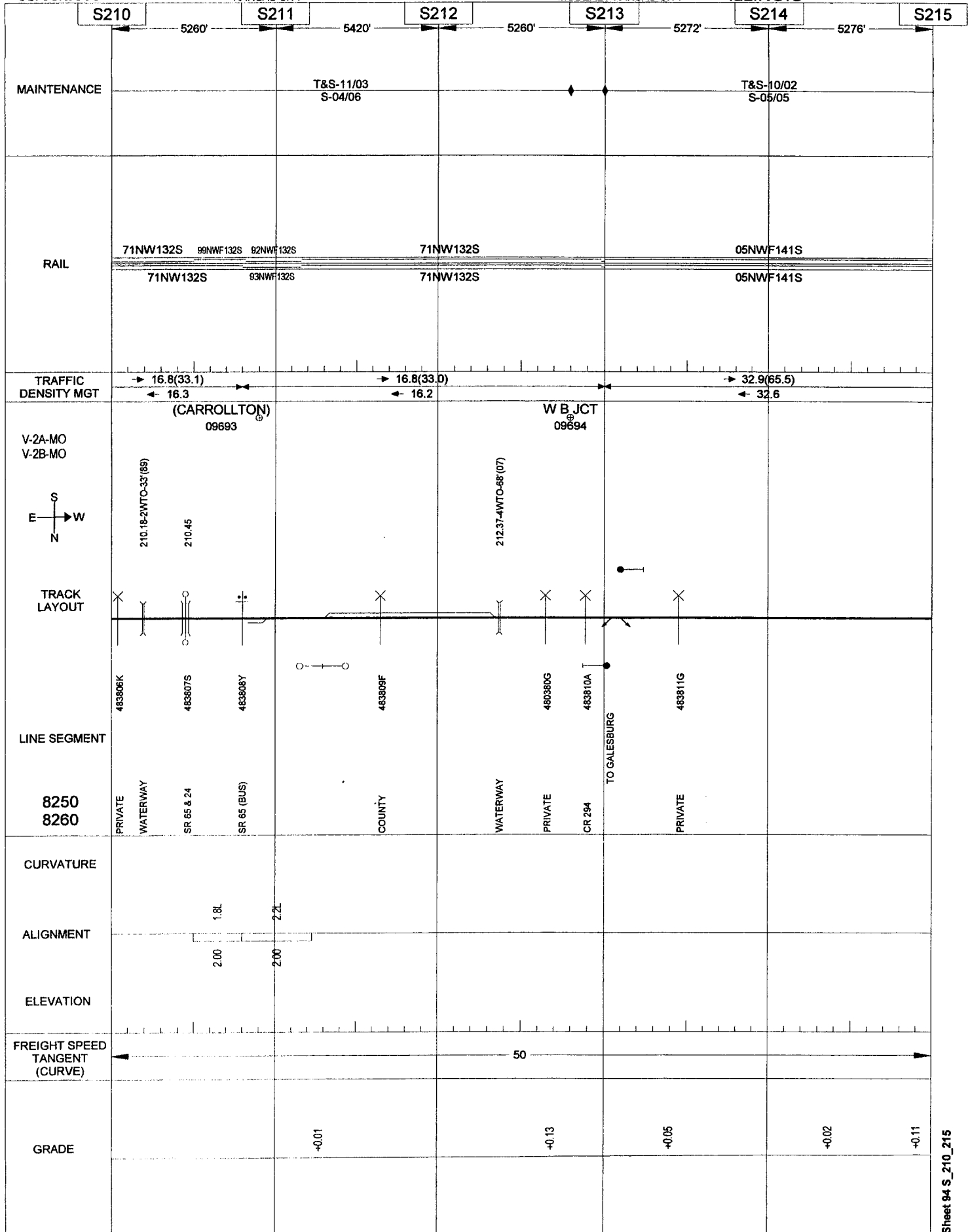
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143

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



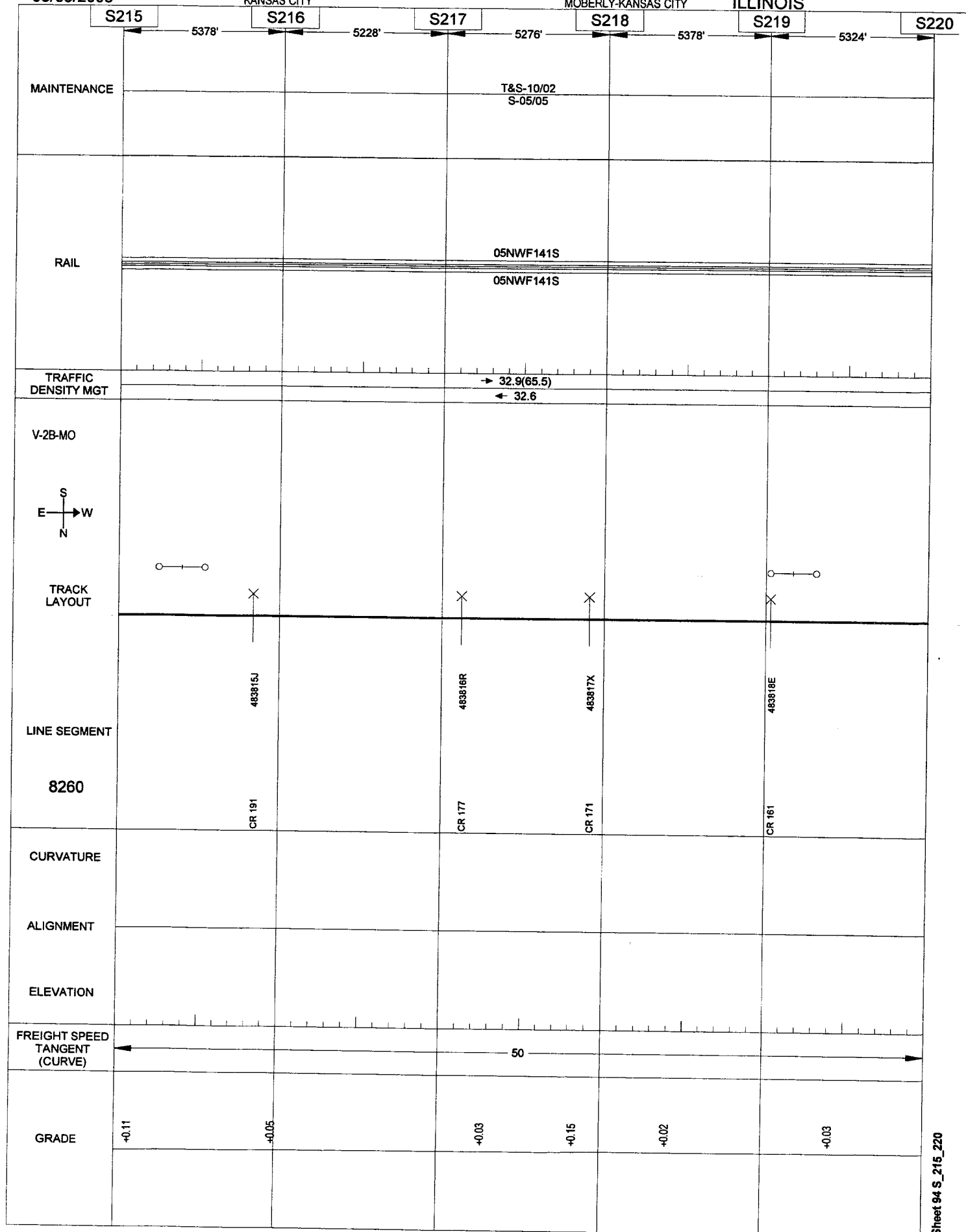
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144

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



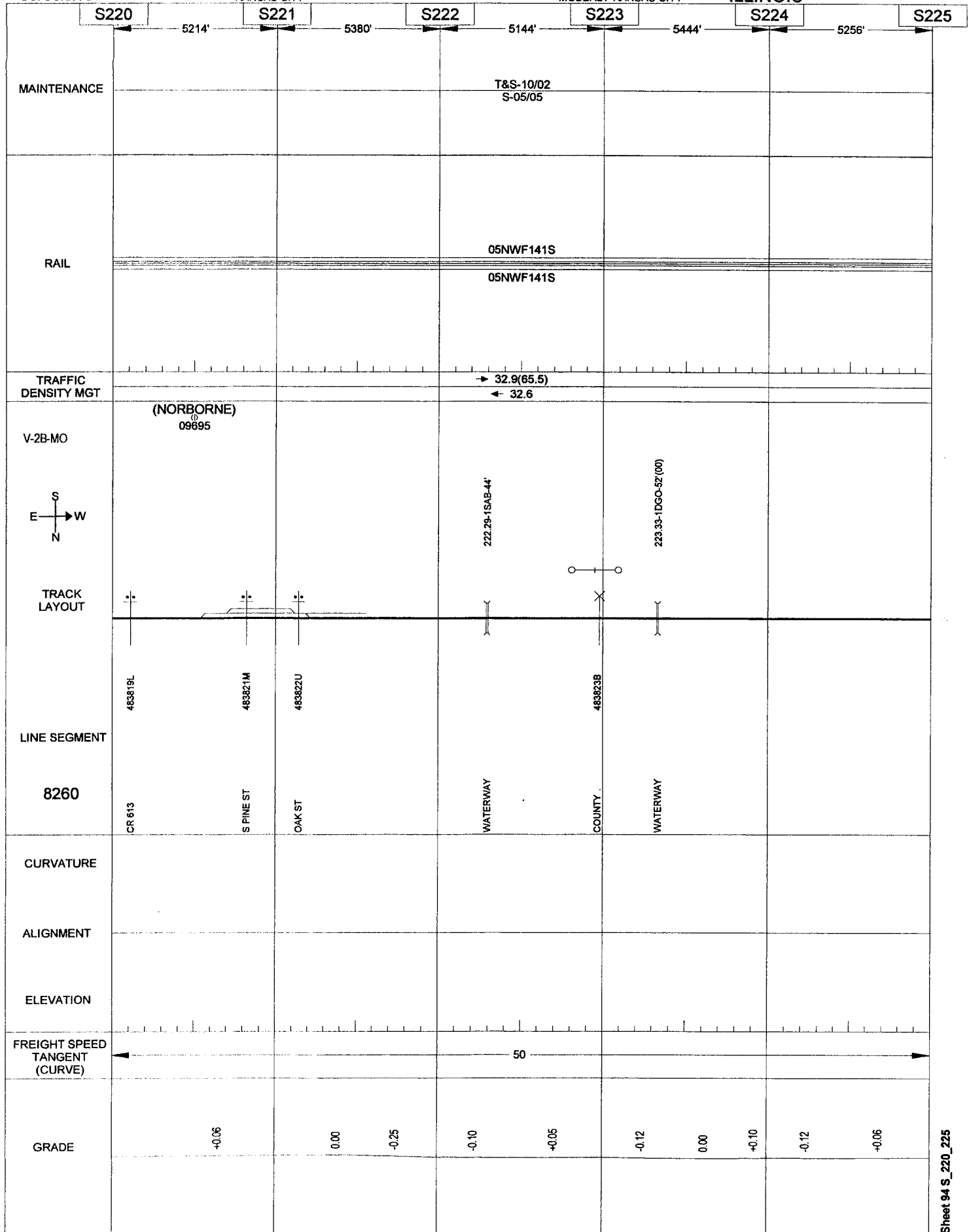
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KANSAS CITY

145

MOBERLY-KANSAS CITY

ILLINOIS



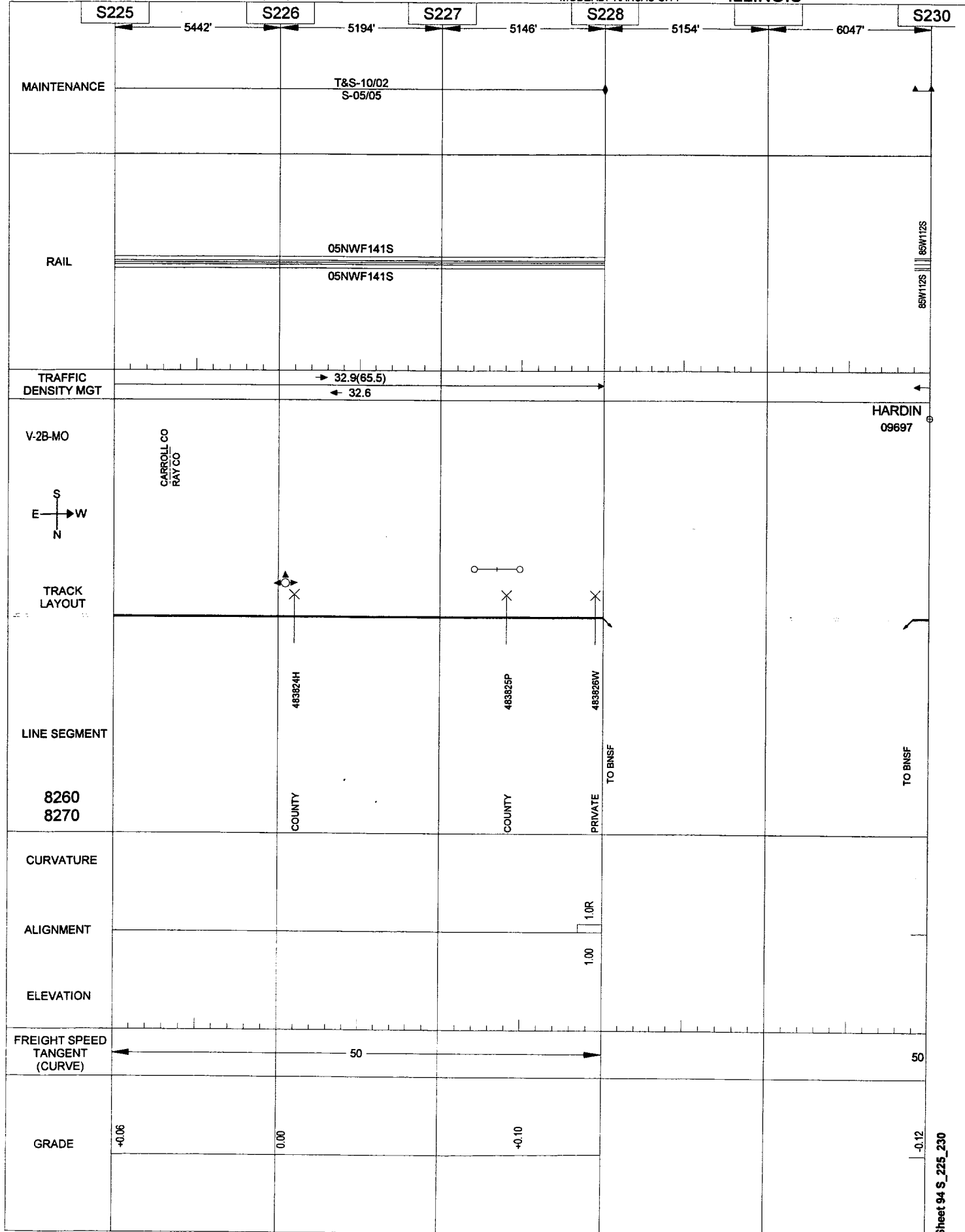
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146

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



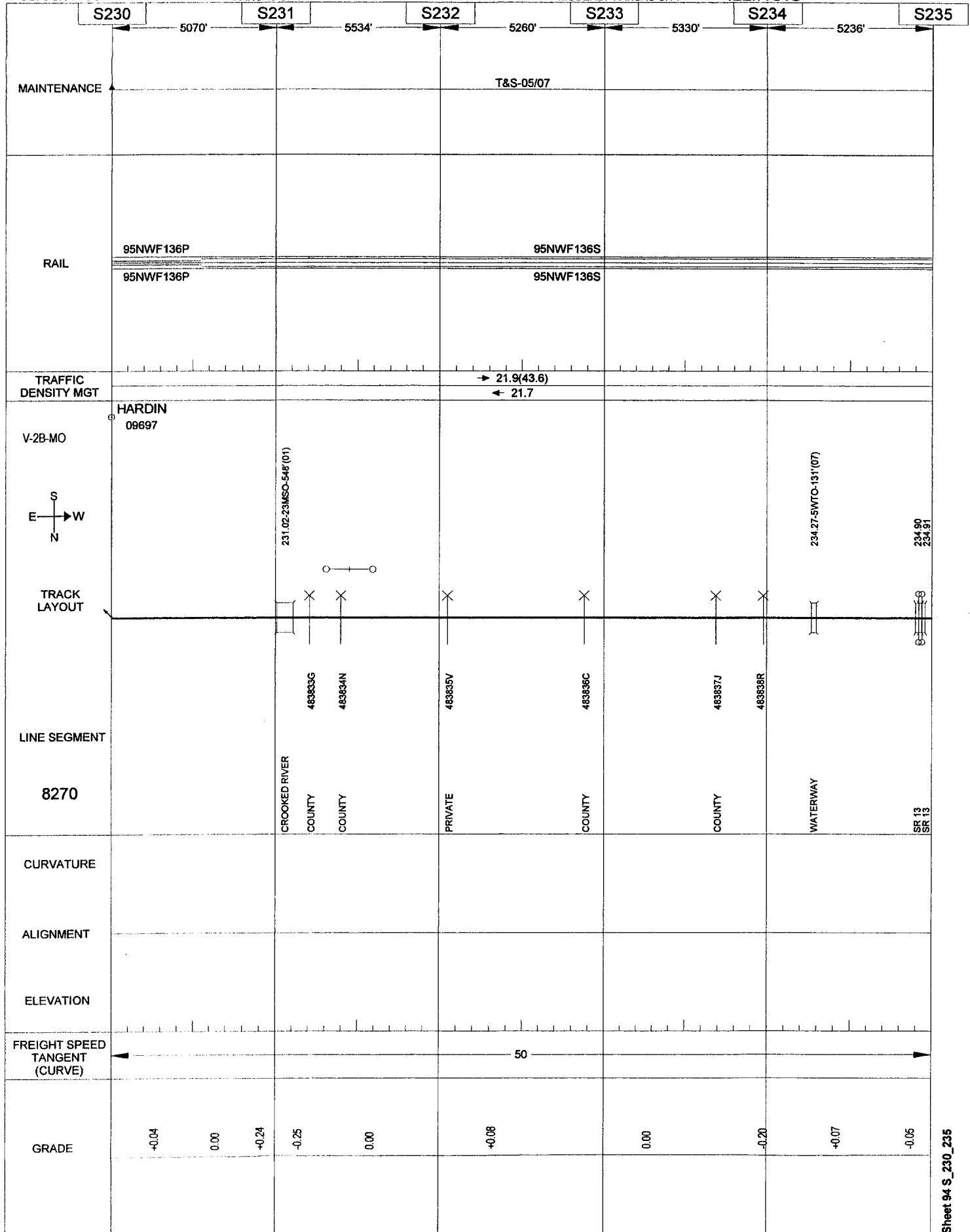
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147

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



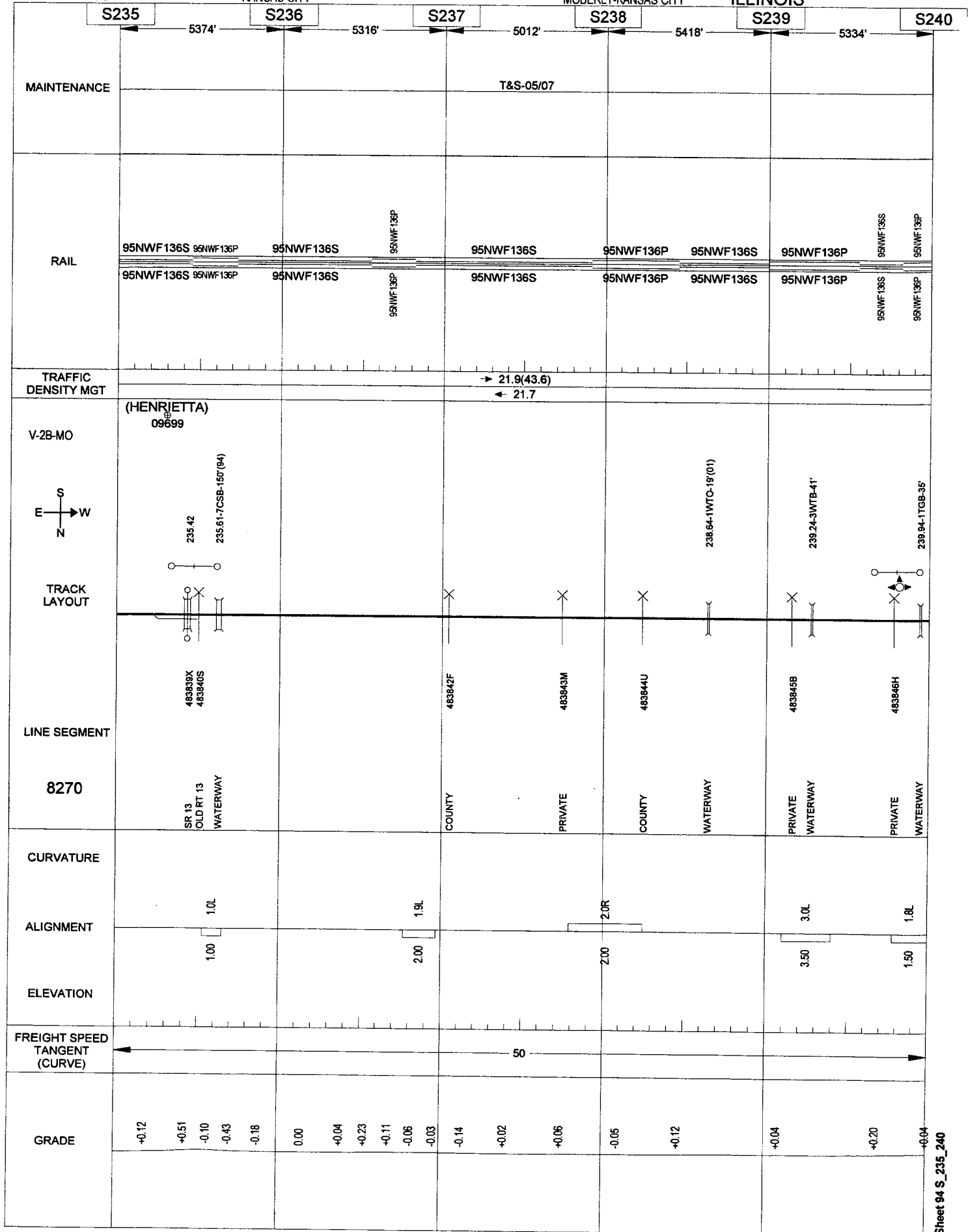
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148

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



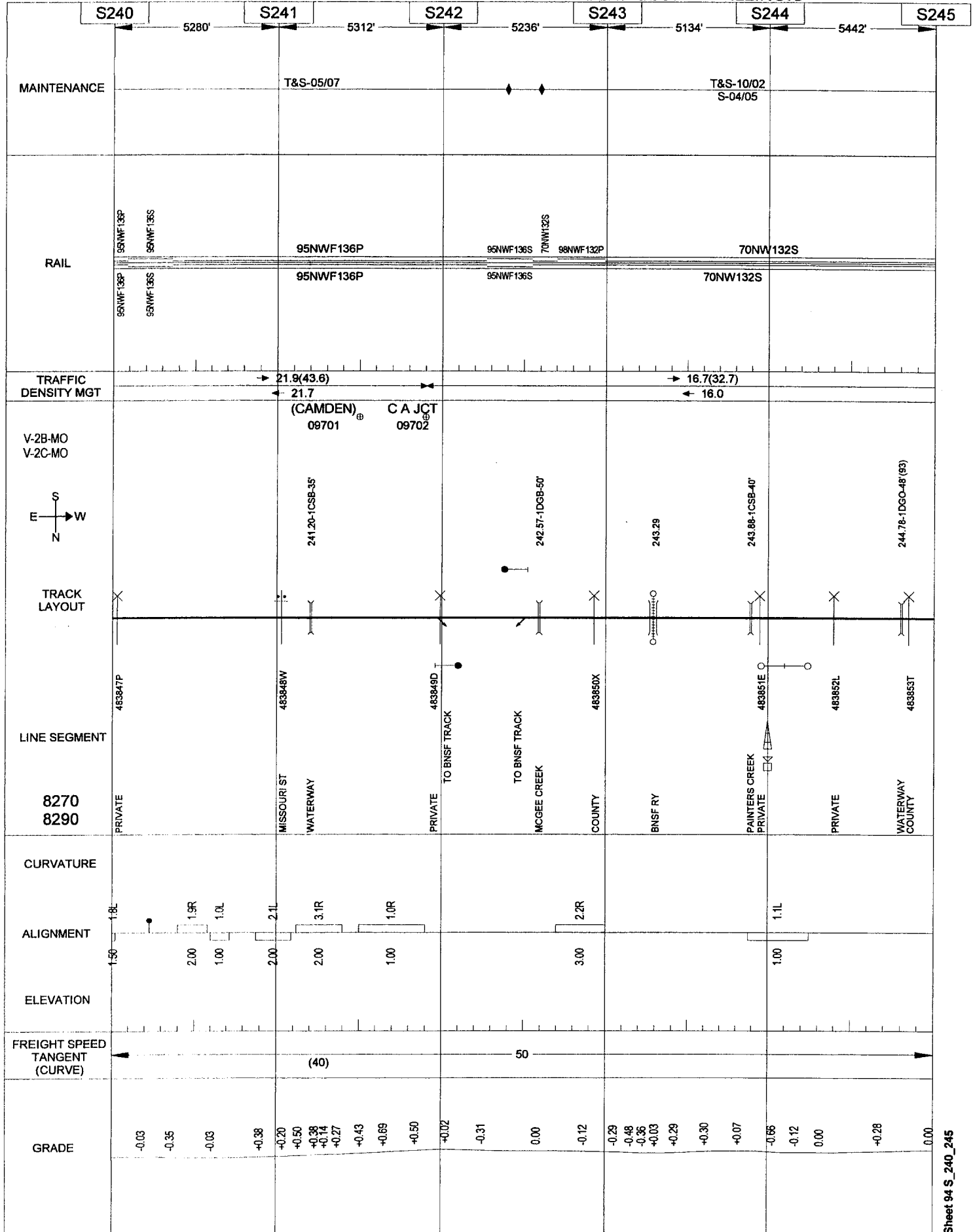
03/03/2008

KANSAS CITY

149

MOBERLY-KANSAS CITY

ILLINOIS



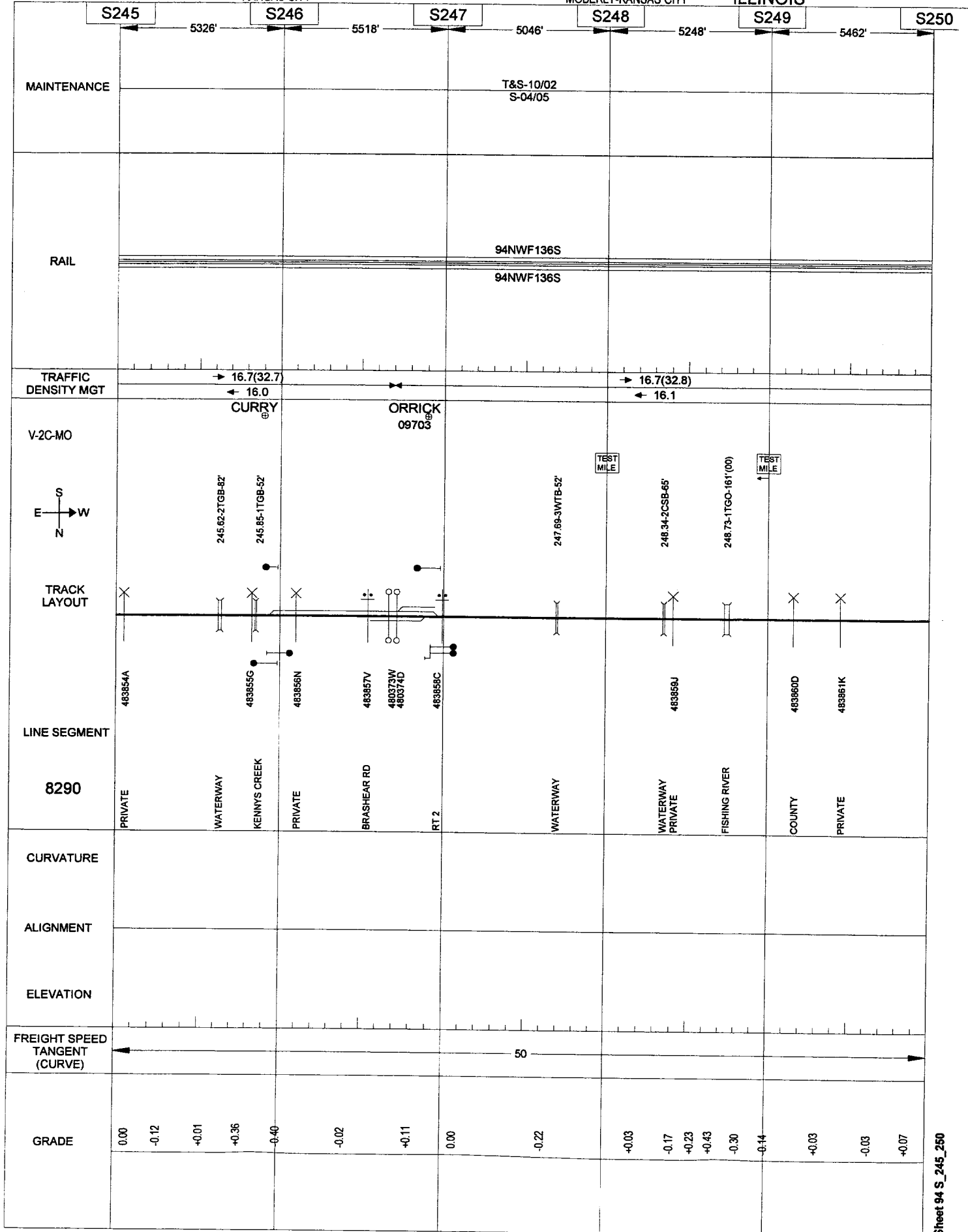
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KANSAS CITY

150

MOBERLY-KANSAS CITY

ILLINOIS



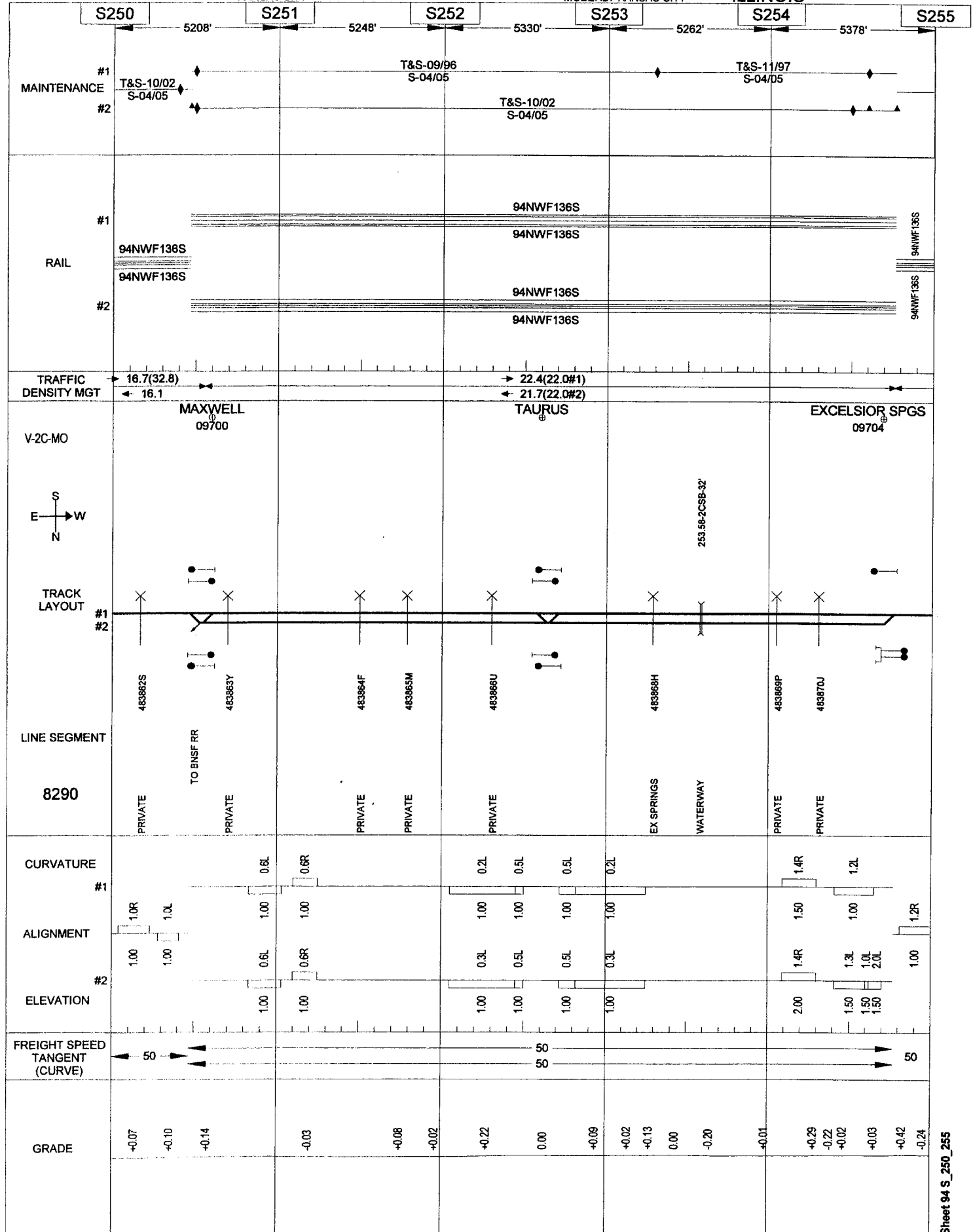
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KANSAS CITY

151

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ILLINOIS



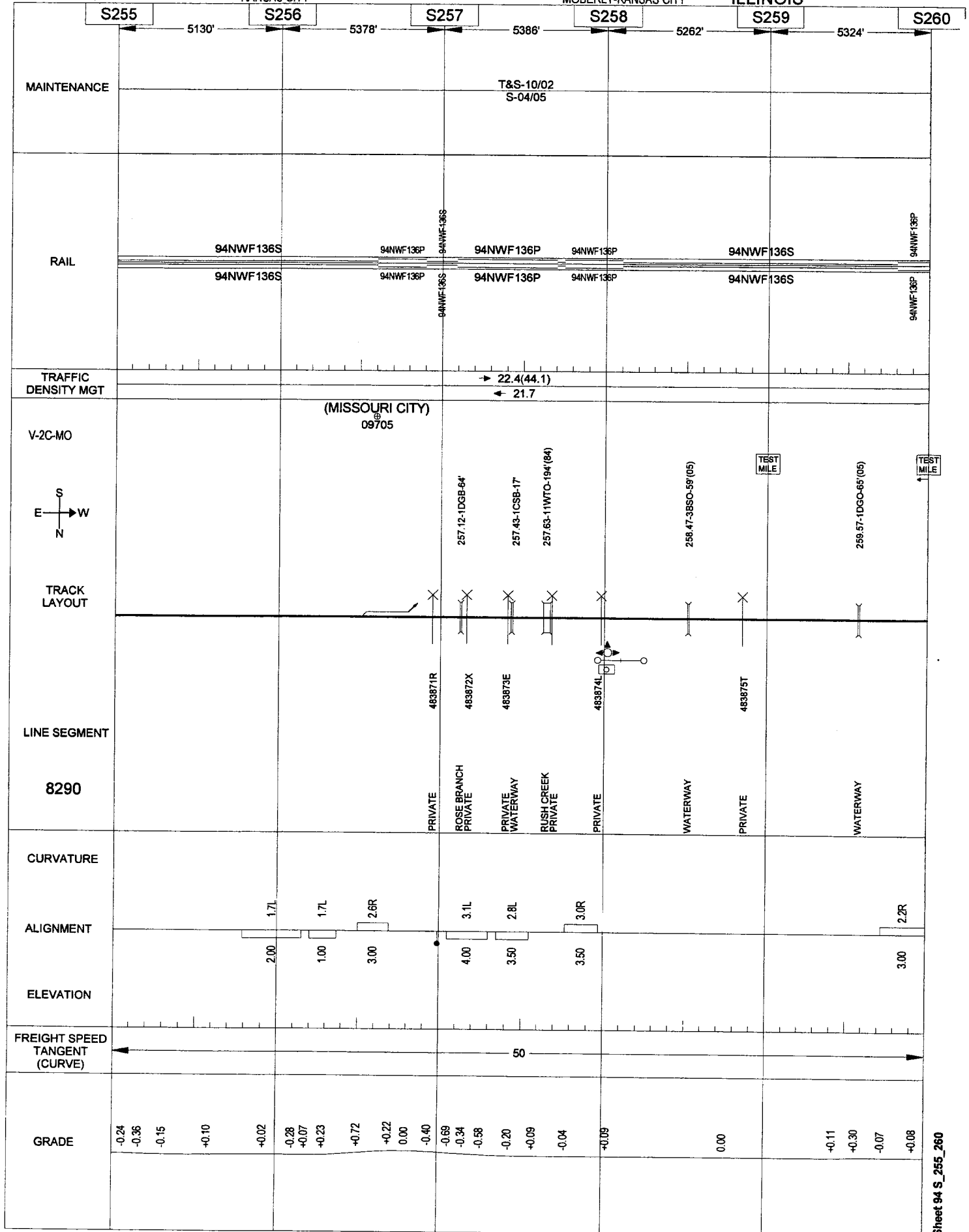
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152

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



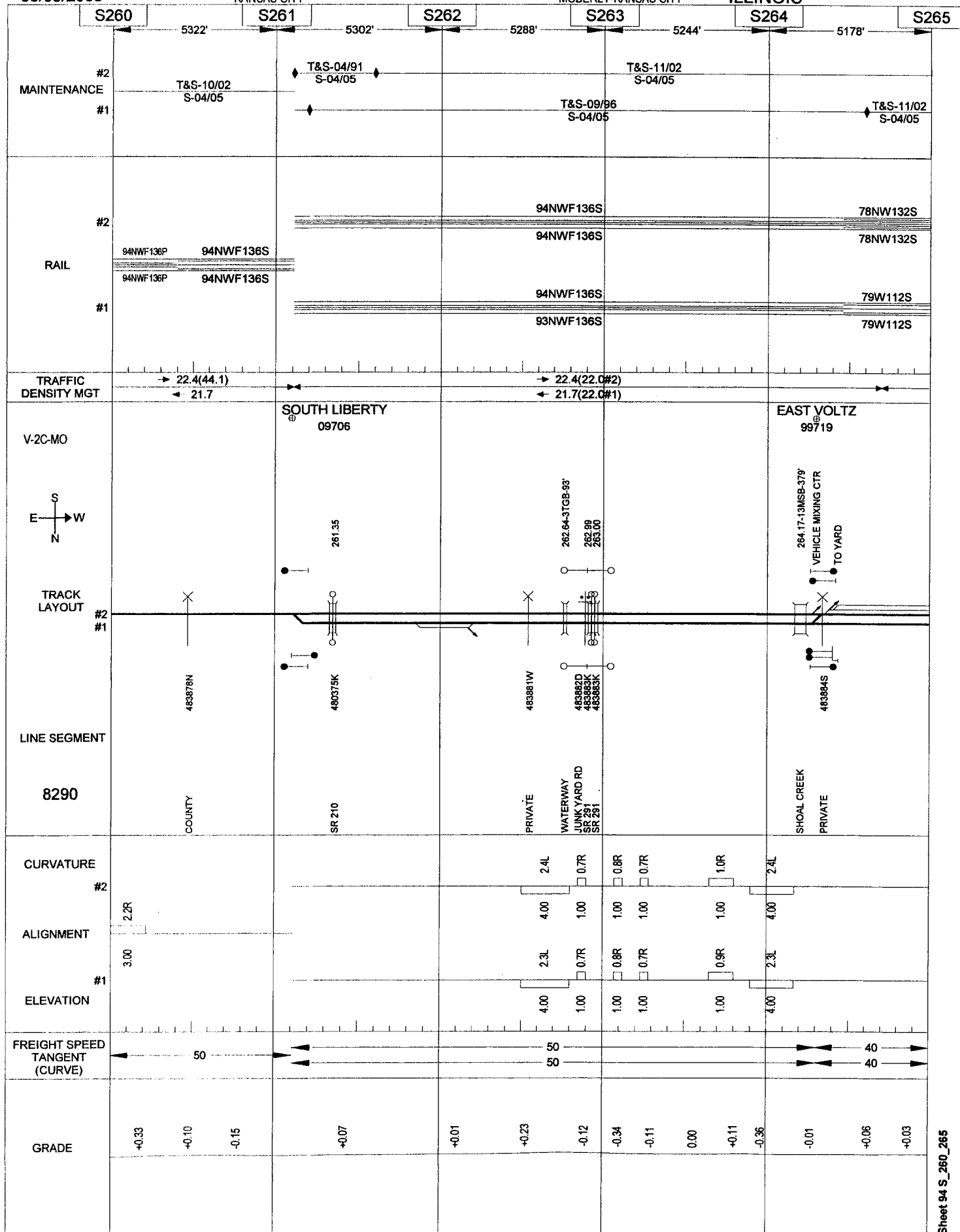
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KANSAS CITY

153

MOBERLY-KANSAS CITY

ILLINOIS



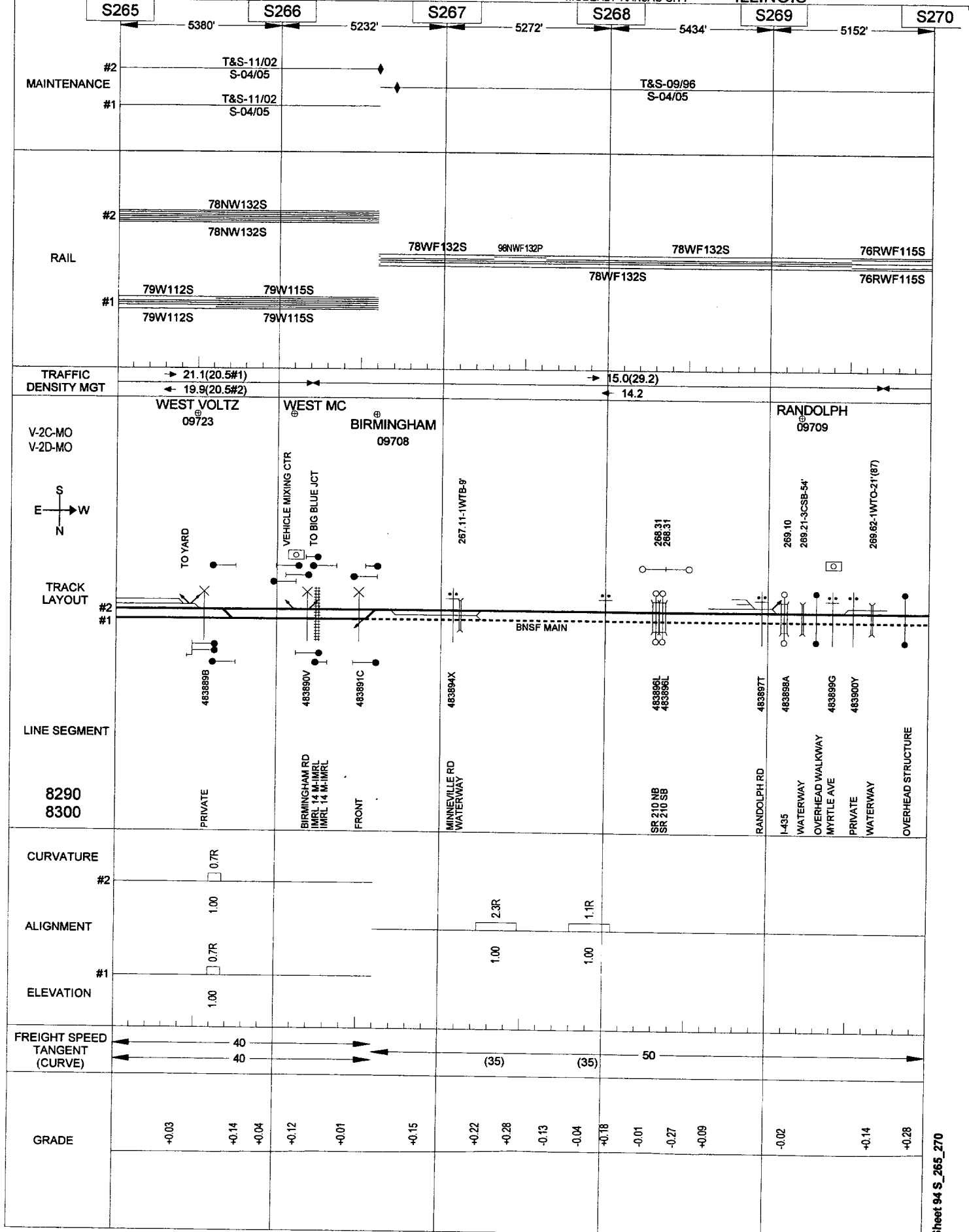
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154

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



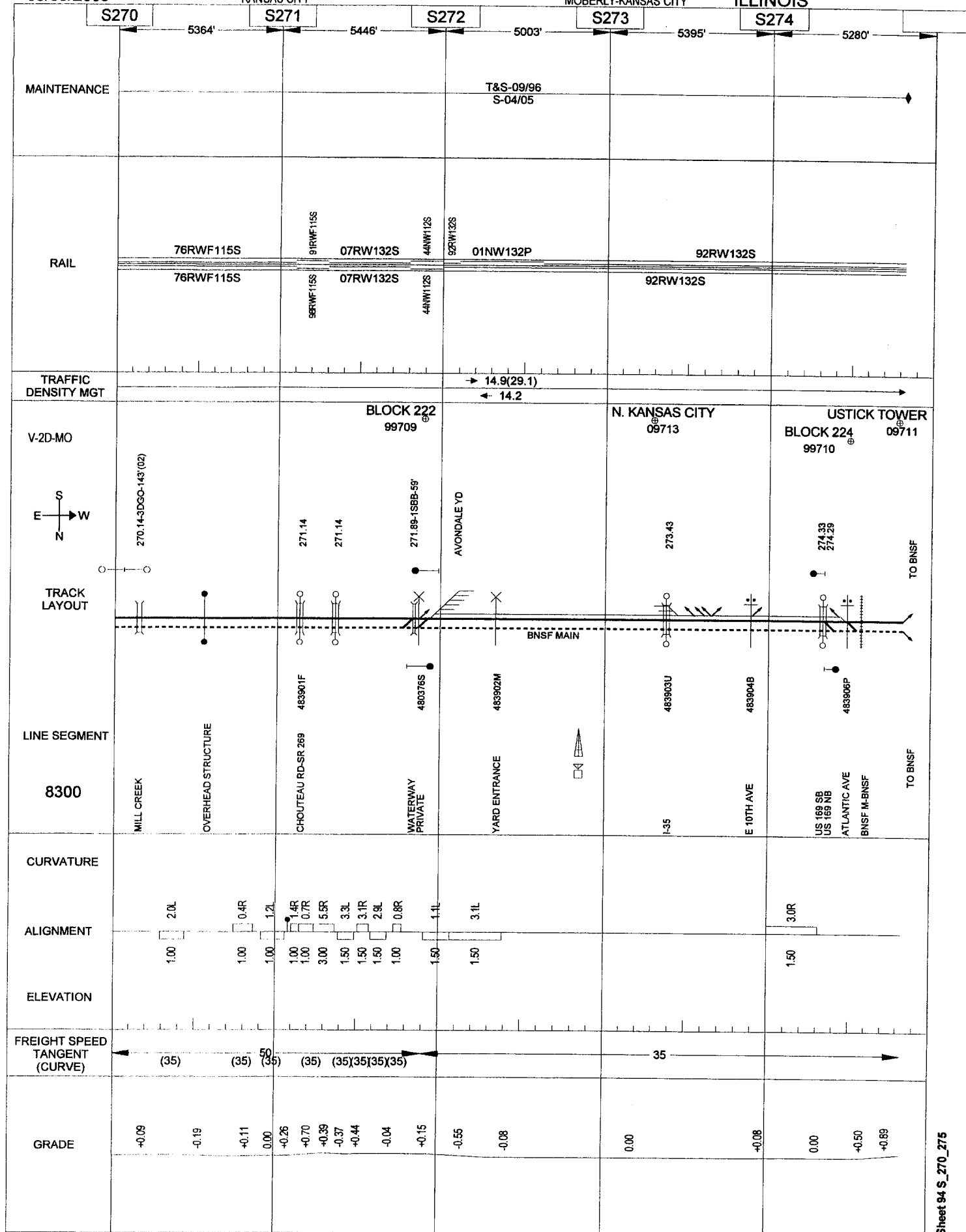
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155

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



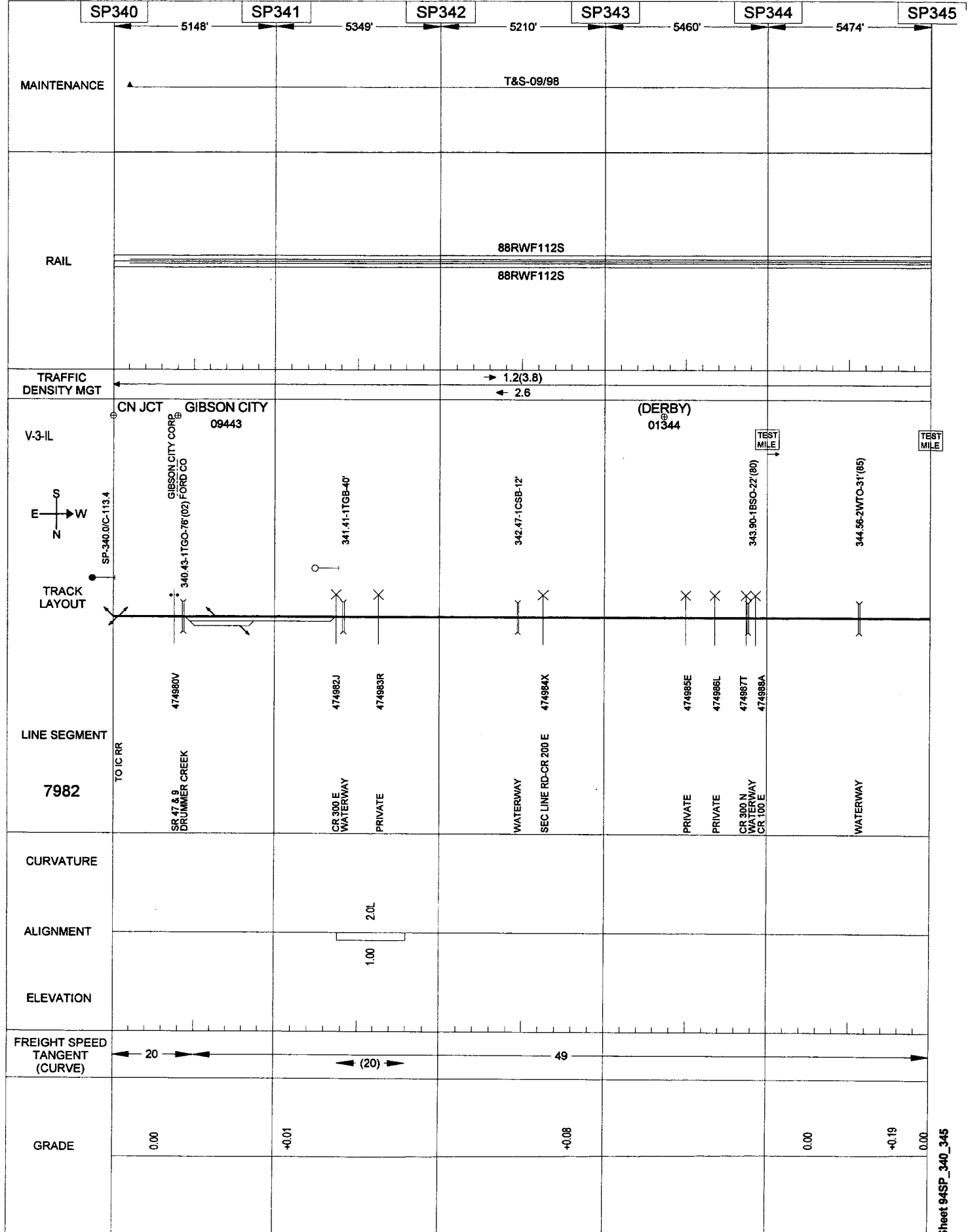
03/03/2008

BLOOMINGTON

156

GIBSON CITY-FARMDALE

ILLINOIS



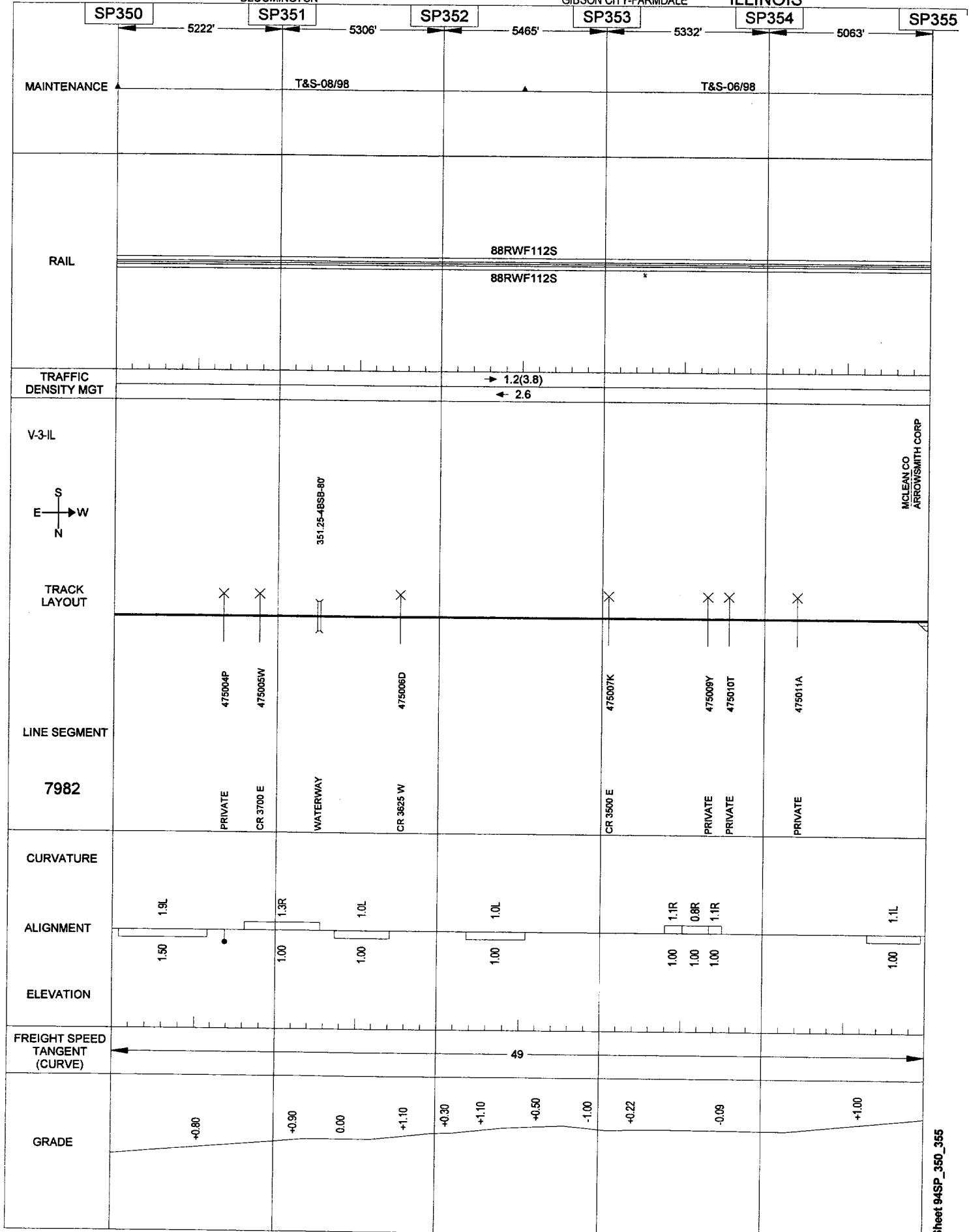
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158

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



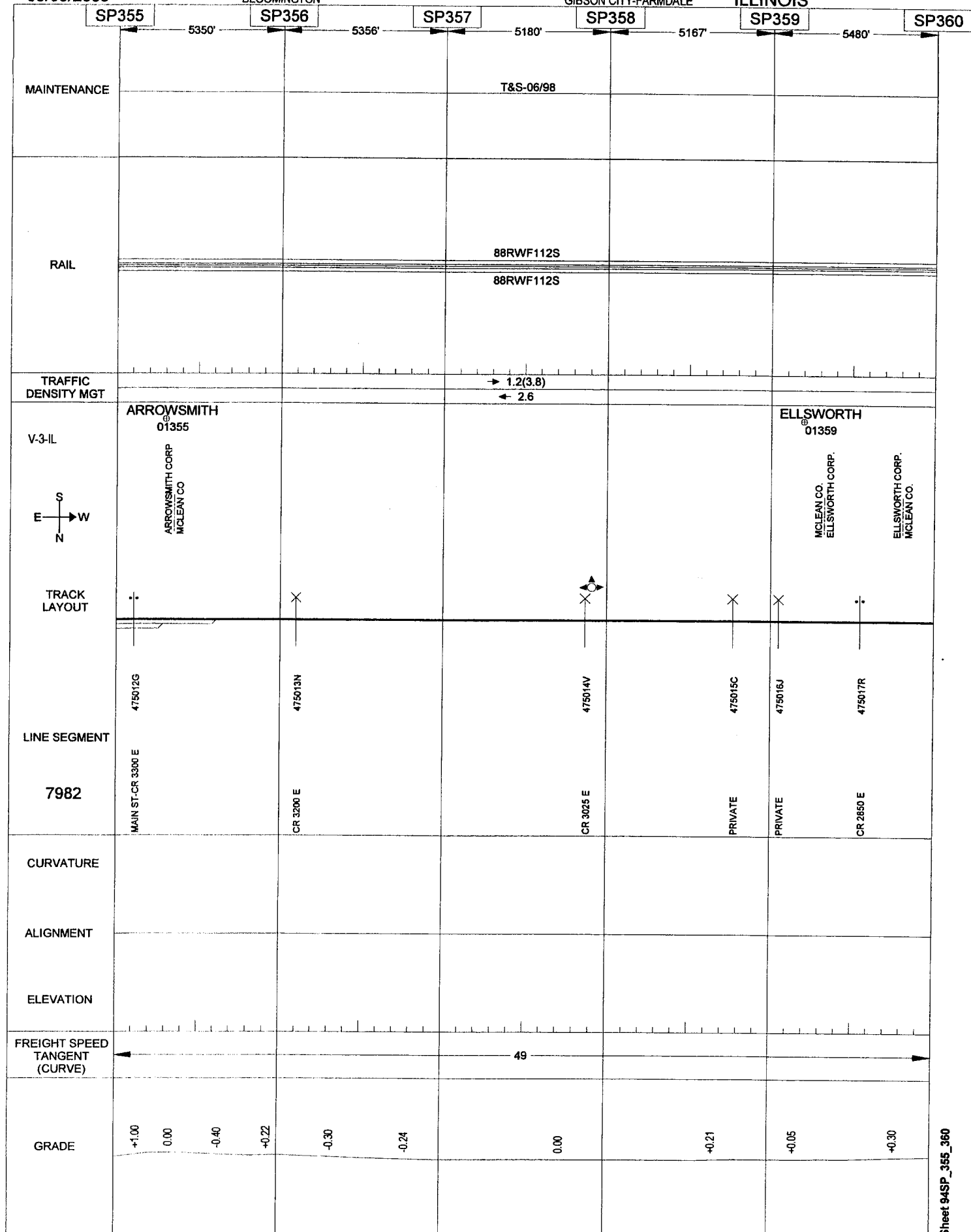
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BLOOMINGTON

159

GIBSON CITY-FARMDALE

ILLINOIS



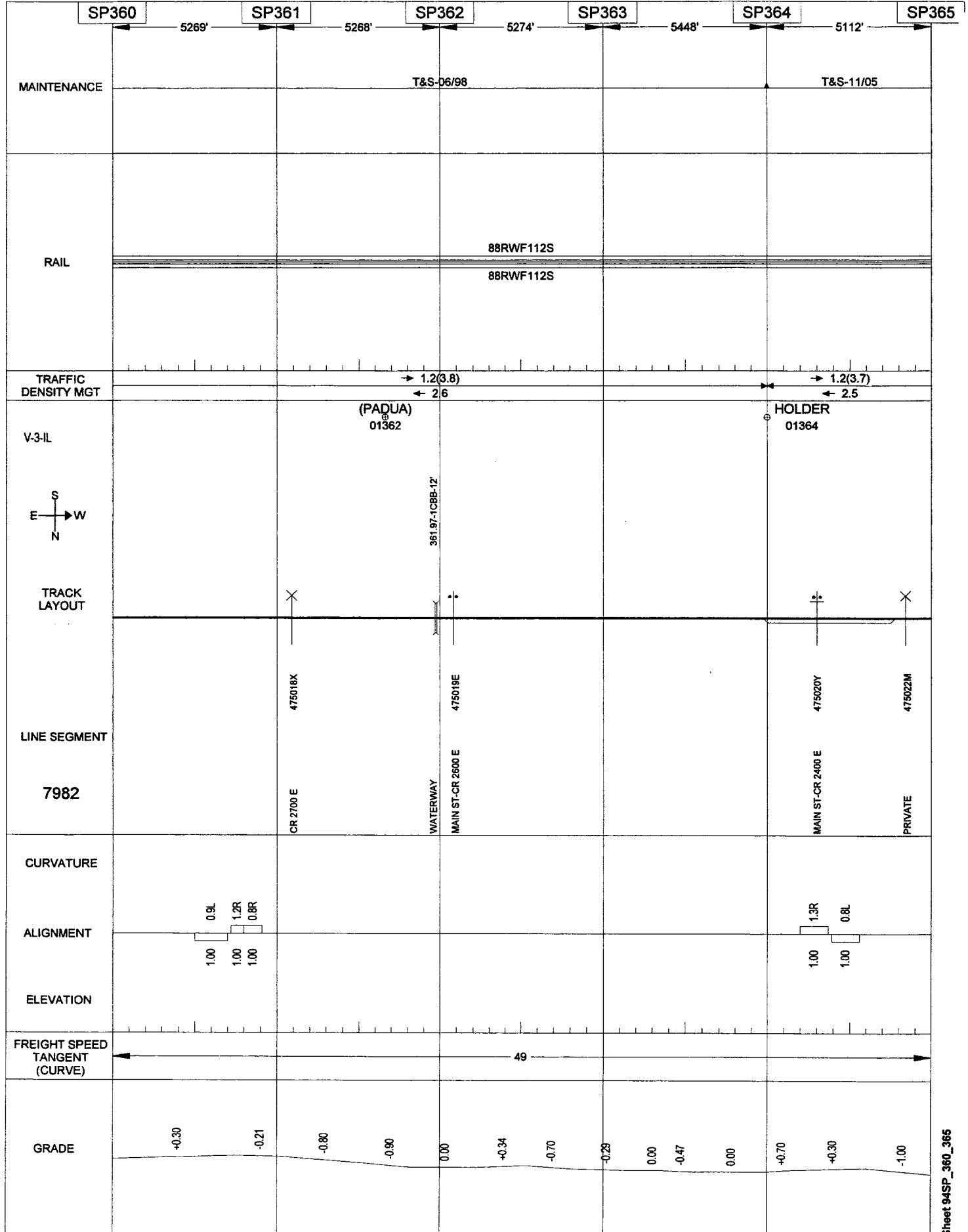
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160

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



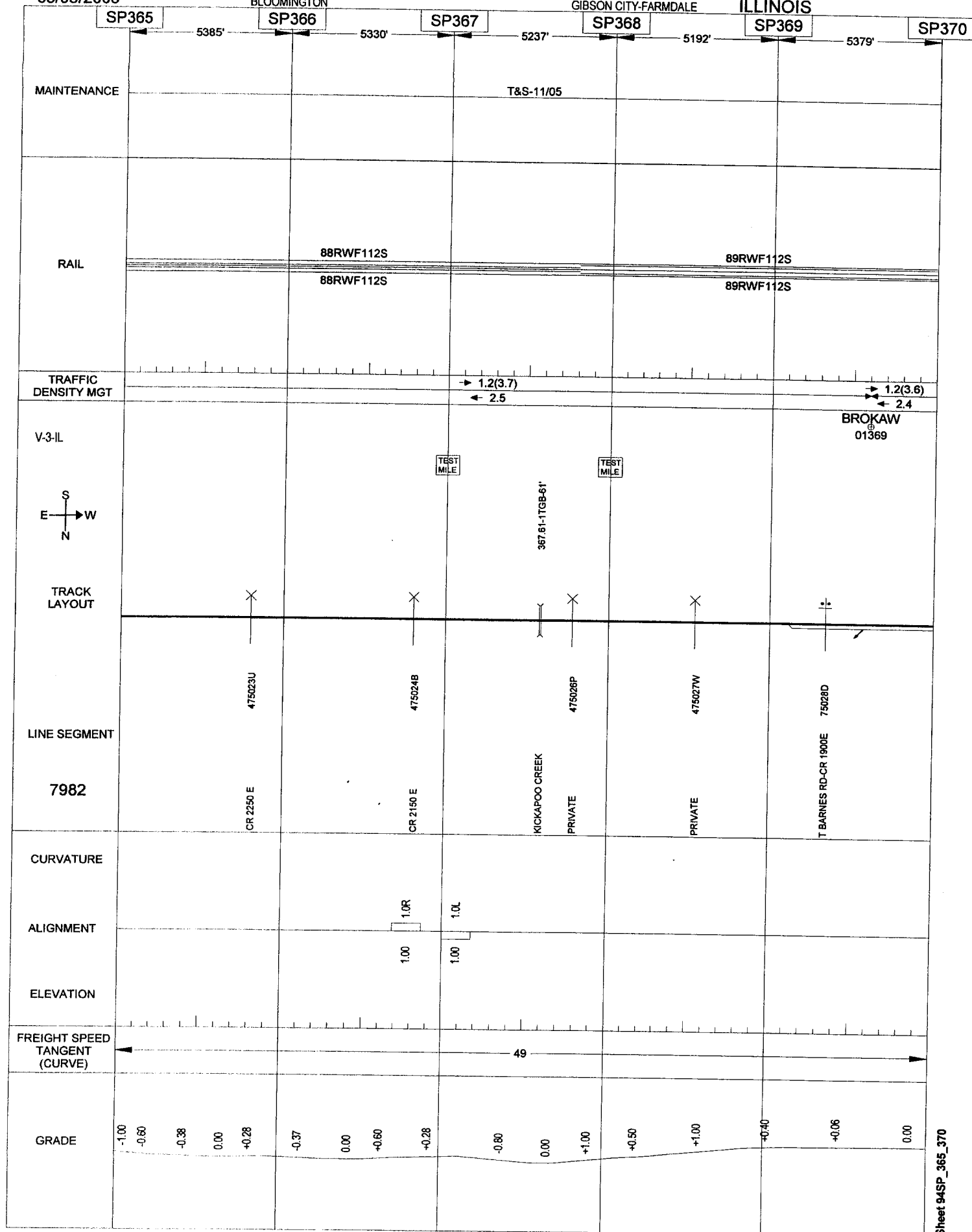
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161

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



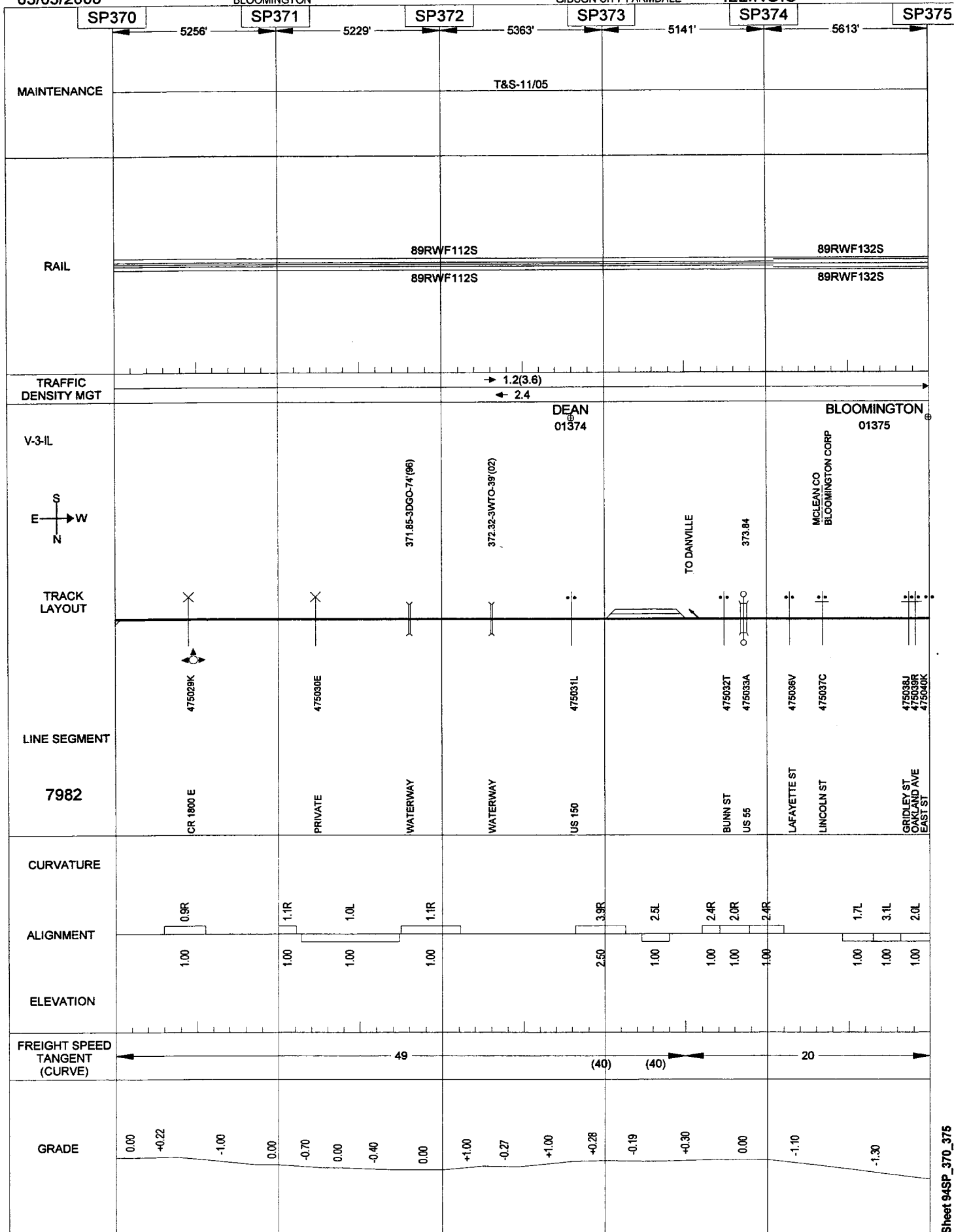
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162

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



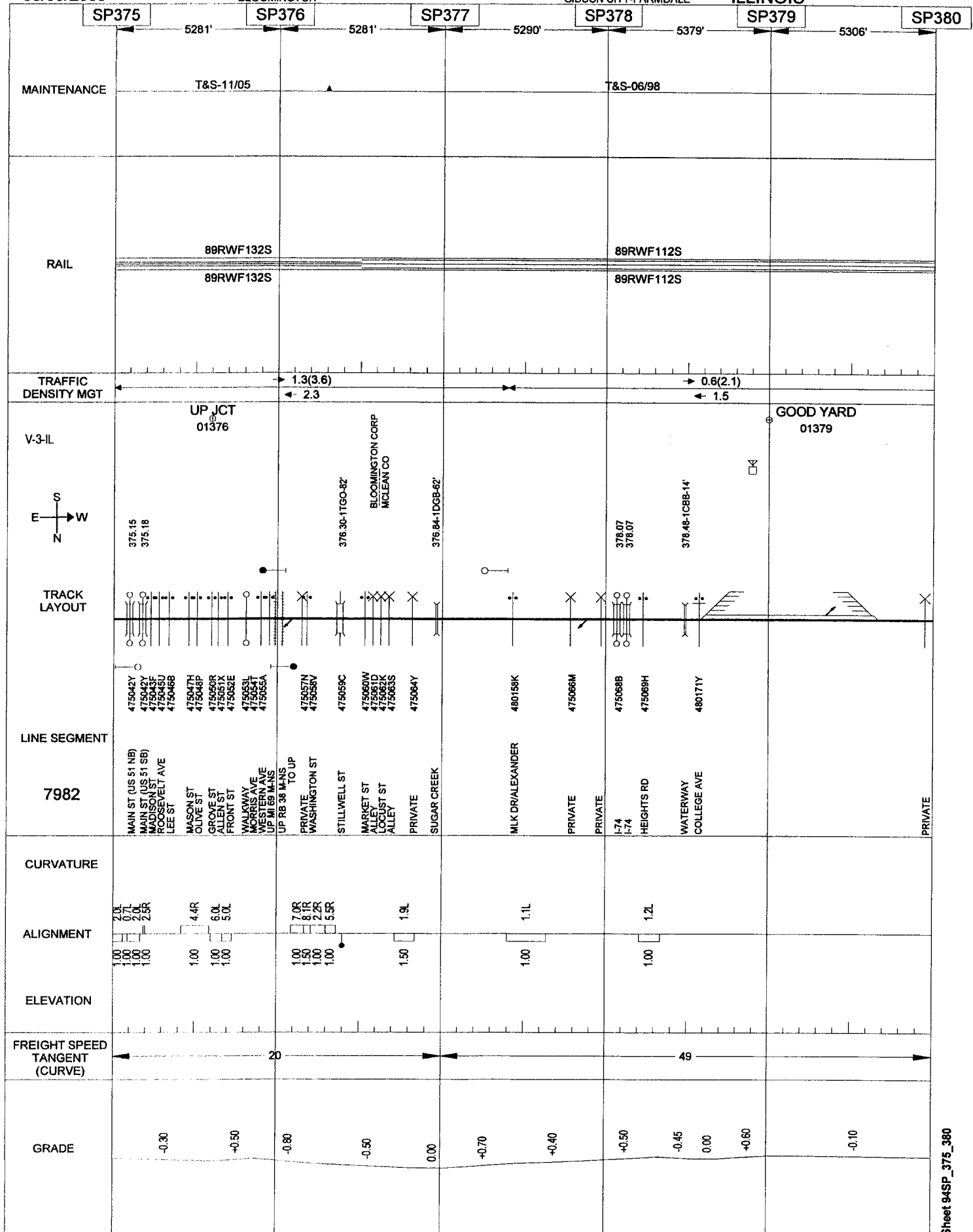
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BLOOMINGTON

163

GIBSON CITY-FARMDALE

ILLINOIS



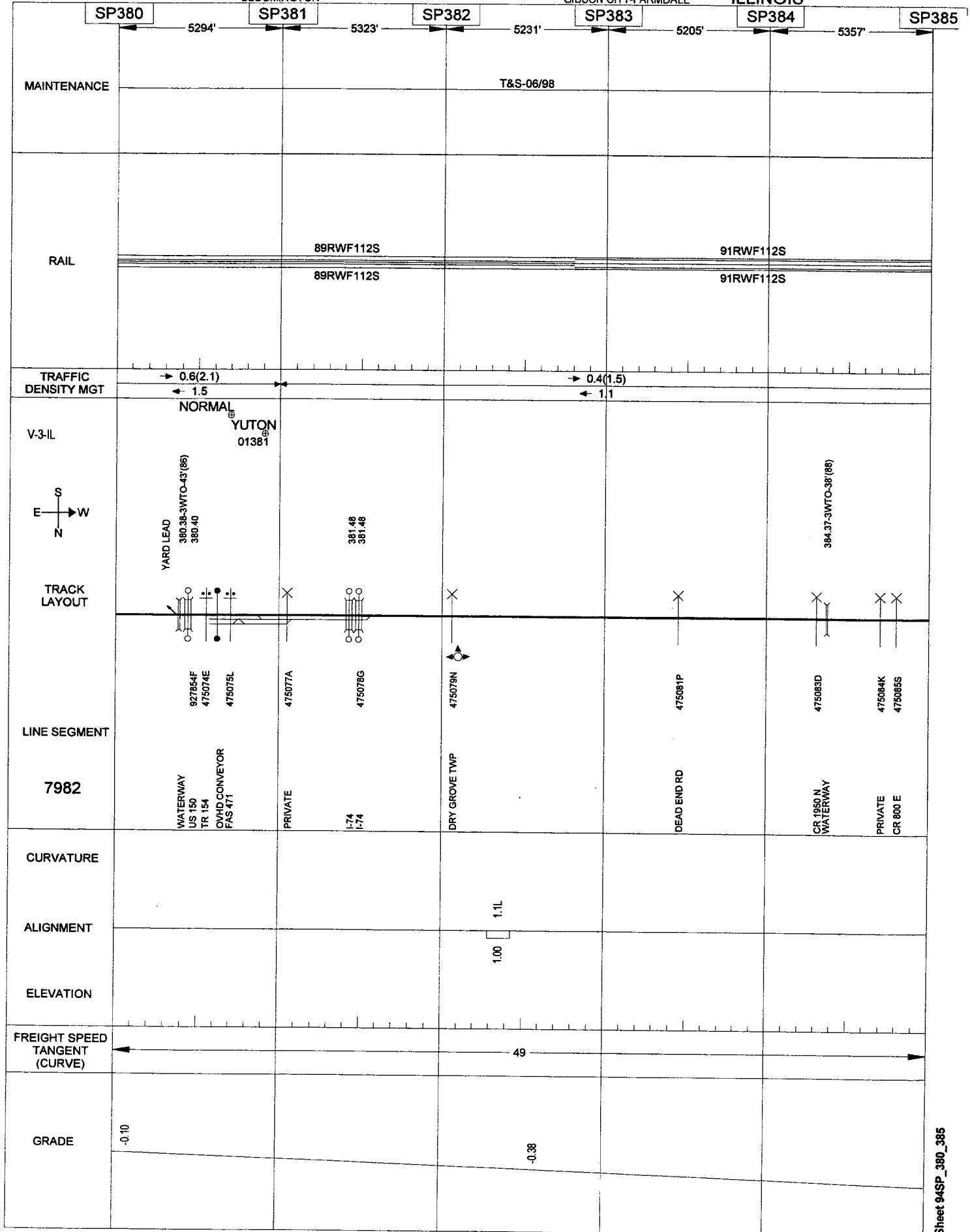
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BLOOMINGTON

164

GIBSON CITY-FARMDALE

ILLINOIS



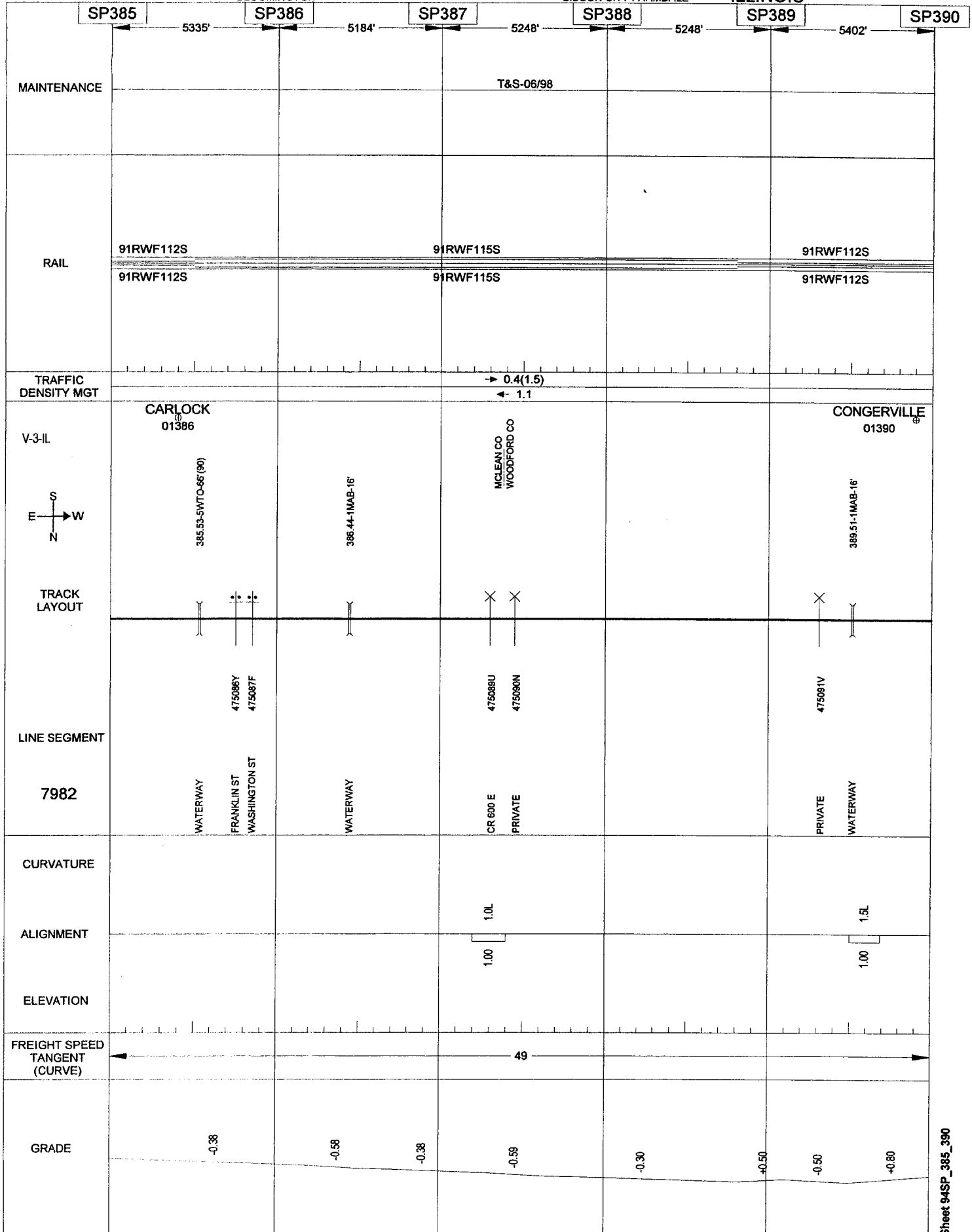
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165

GIBSON CITY-FARMDALE

ILLINOIS



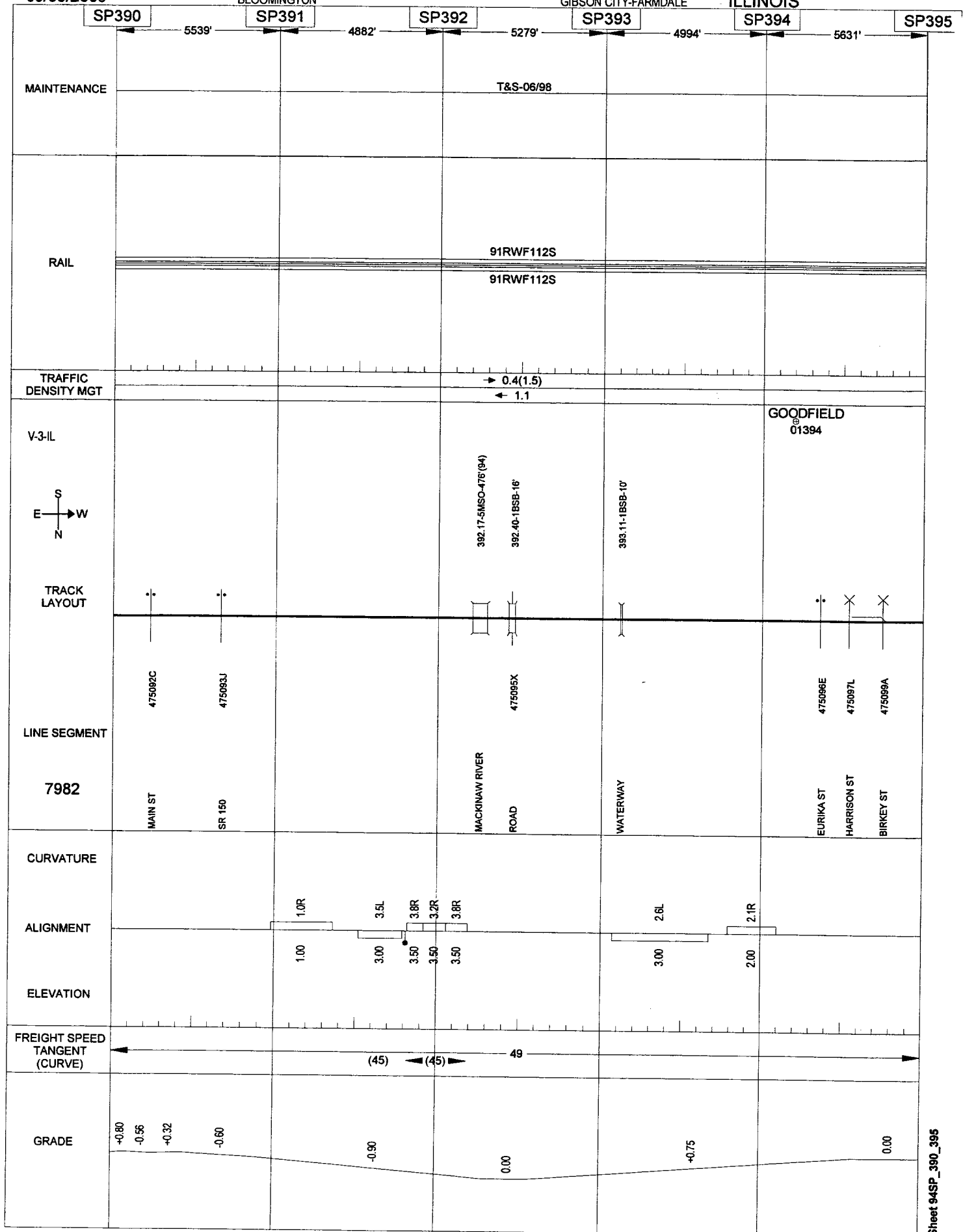
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166

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



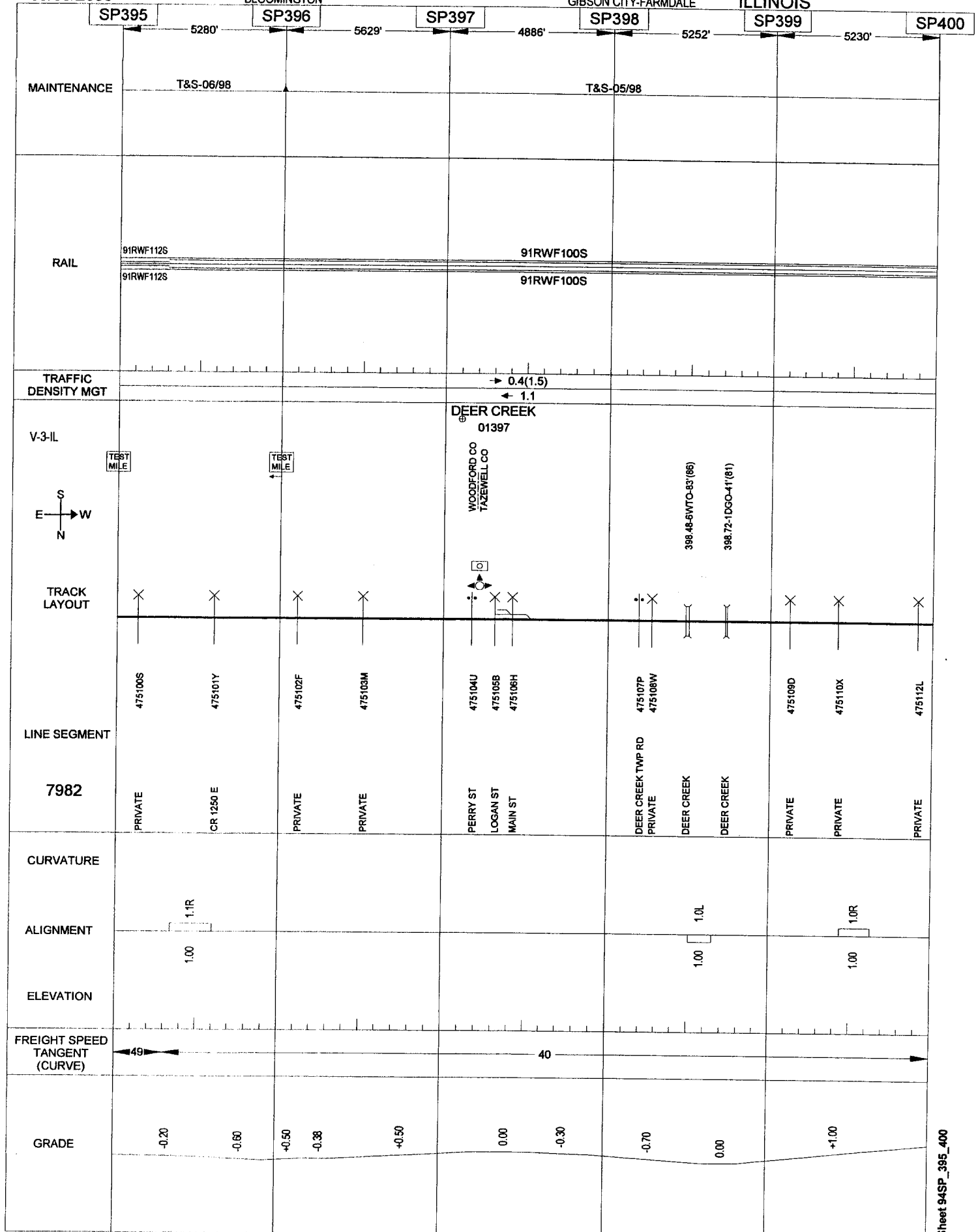
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167

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



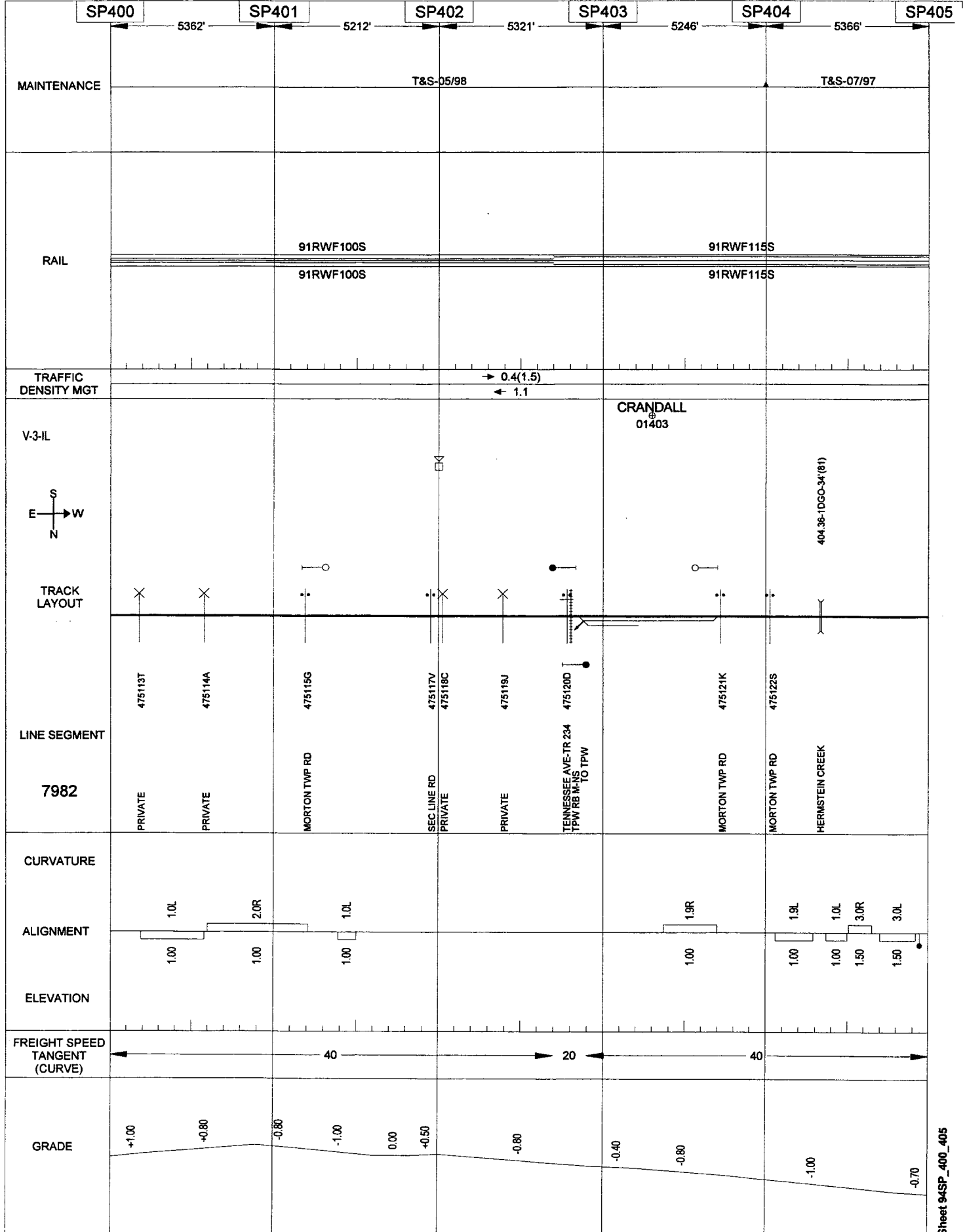
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BLOOMINGTON

168

GIBSON CITY-FARMDALE

ILLINOIS



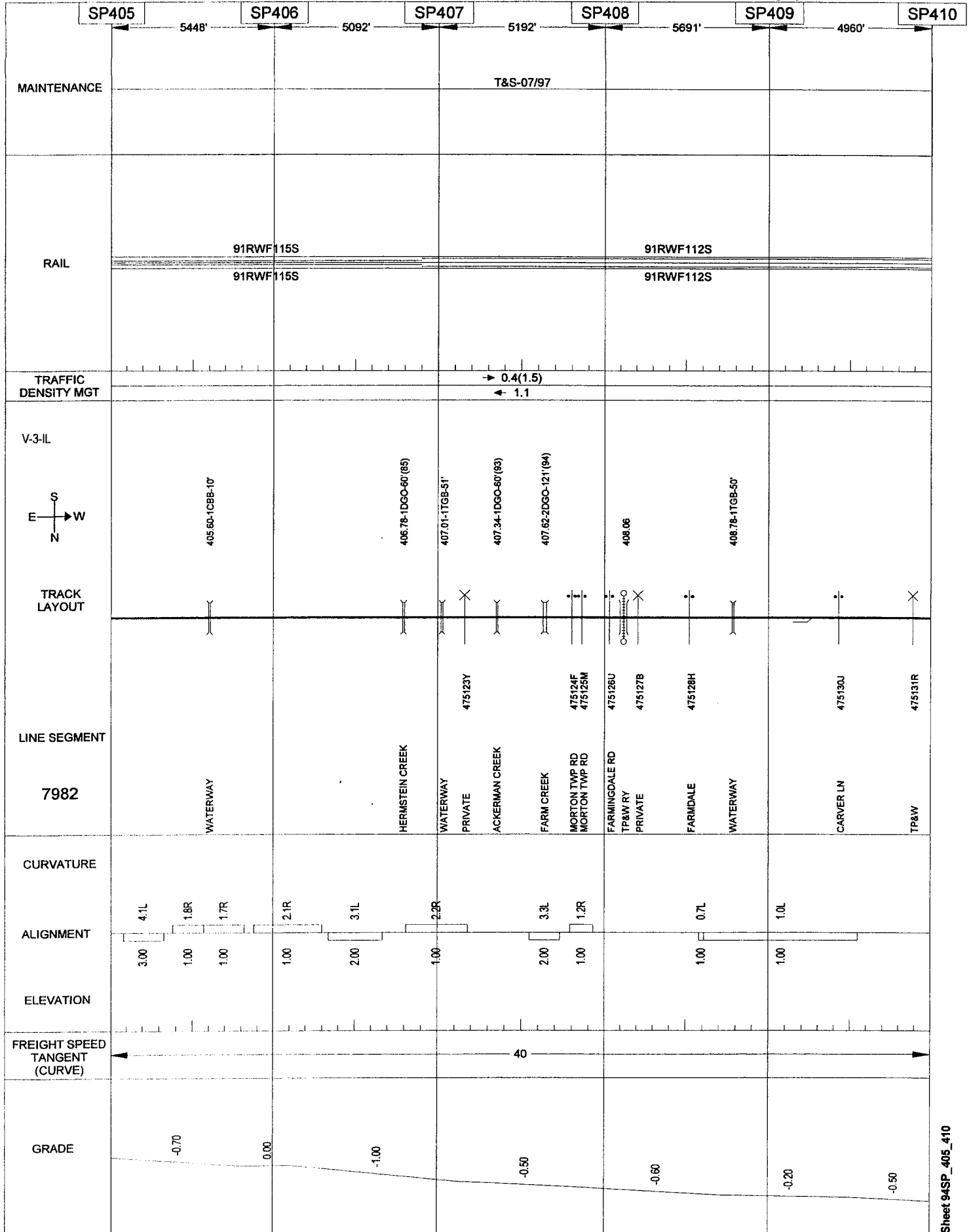
03/03/2008

BLOOMINGTON

169

GIBSON CITY-FARMDALE

ILLINOIS



03/03/2008

BLOOMINGTON

170

GIBSON CITY-FARMDALE

ILLINOIS

SP410

4807'

MAINTENANCE

T&S-07/97

RAIL

91RWF112S

33R100S

91RWF112S

33R100S

TRAFFIC
DENSITY MGT

→ 0.4(1.5)

← 1.1

FARMDALE
01411

V-3-IL

S
E → W
N

410.61-3WTO-40'(82)

410.63

TRACK
LAYOUT475132X
475133E
TO TP&W ASSOCIATES

LINE SEGMENT

7982

PRIVATE
WATERWAY
15.150
PRIVATE

CURVATURE

ALIGNMENT

1.0L
4.5L
4.0R
1.00
1.00
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)← 40
(25)(25)

GRADE

-0.50

-0.30

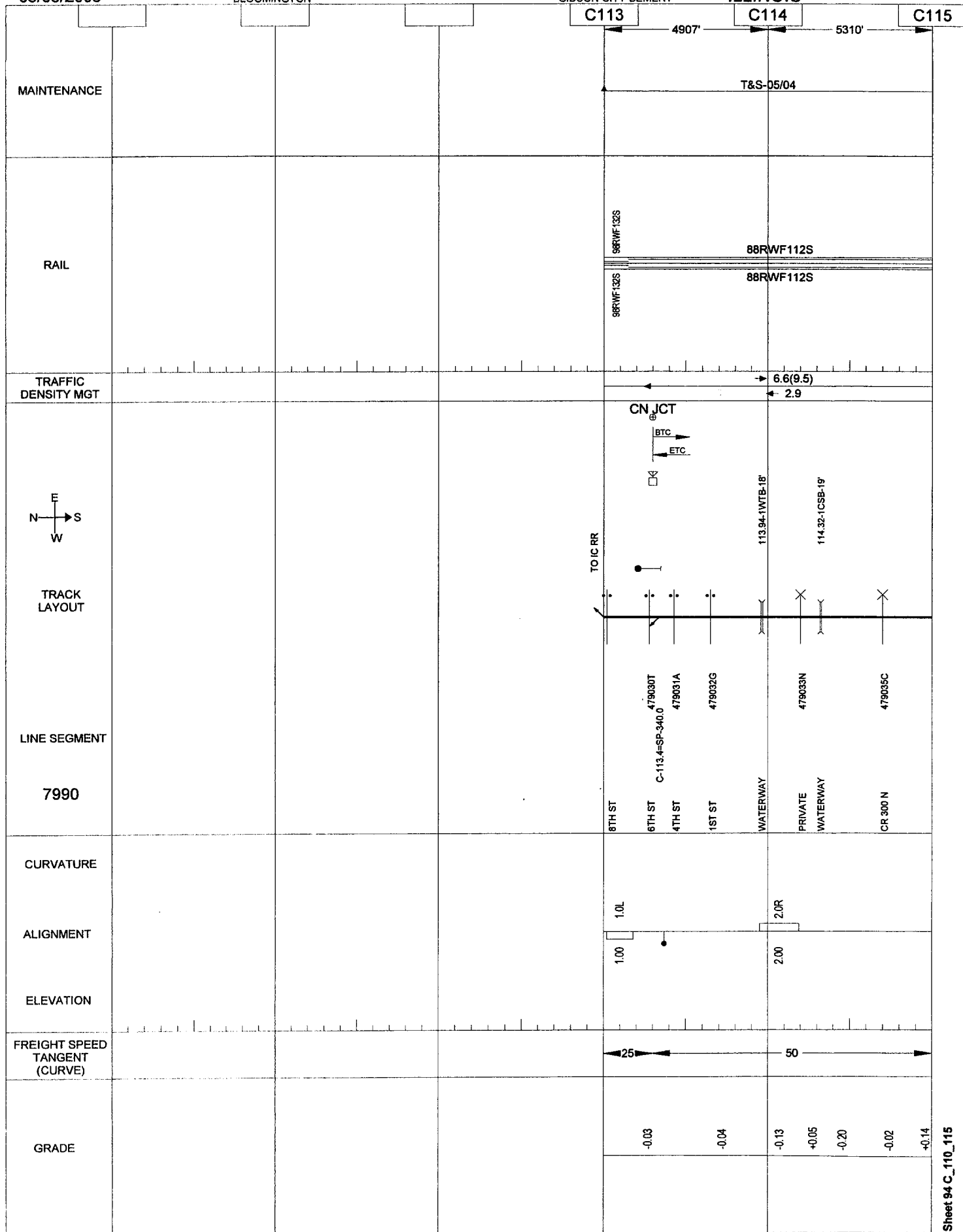
03/03/2008

BLOOMINGTON

171

GIBSON CITY-BEMENT

ILLINOIS



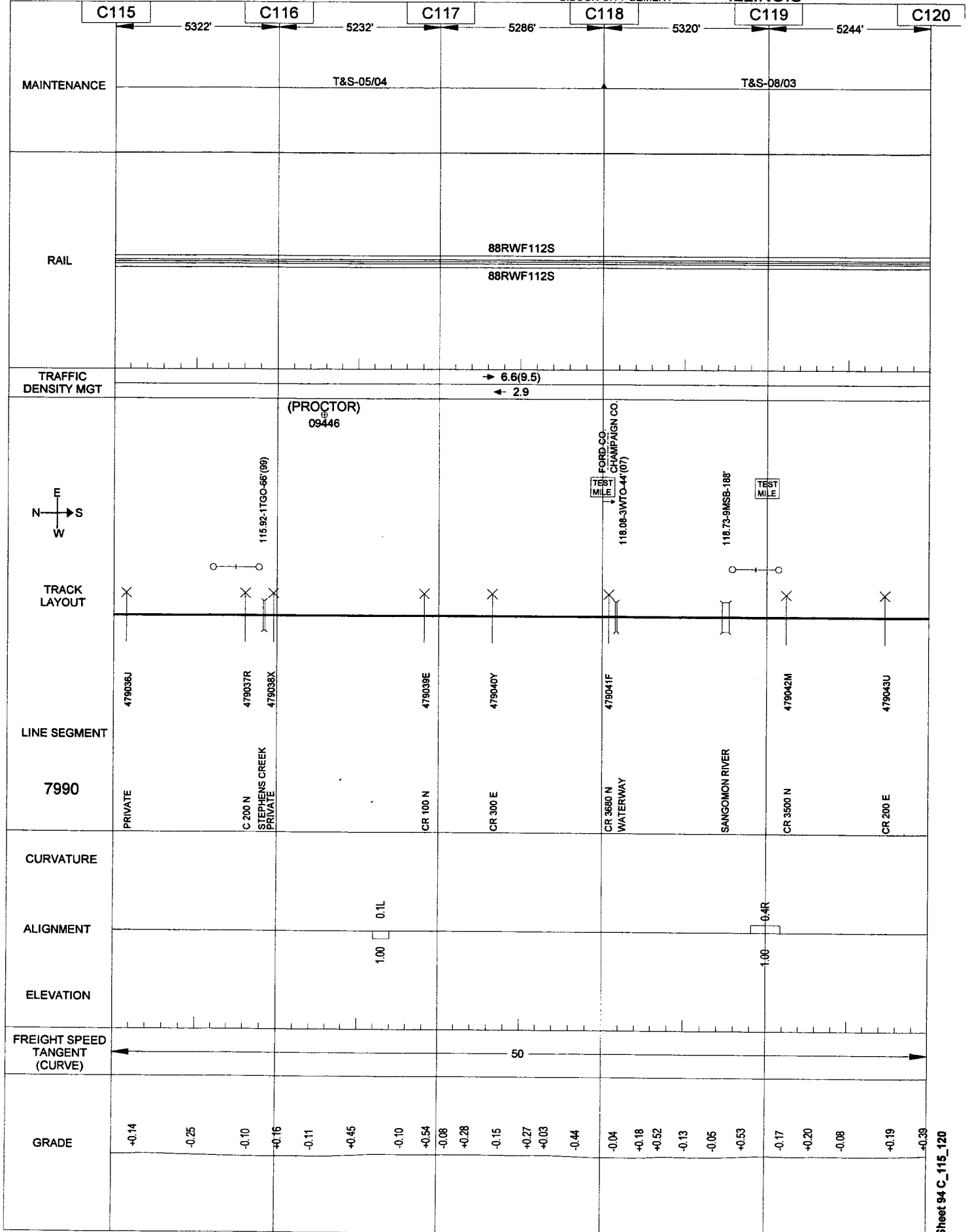
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172

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



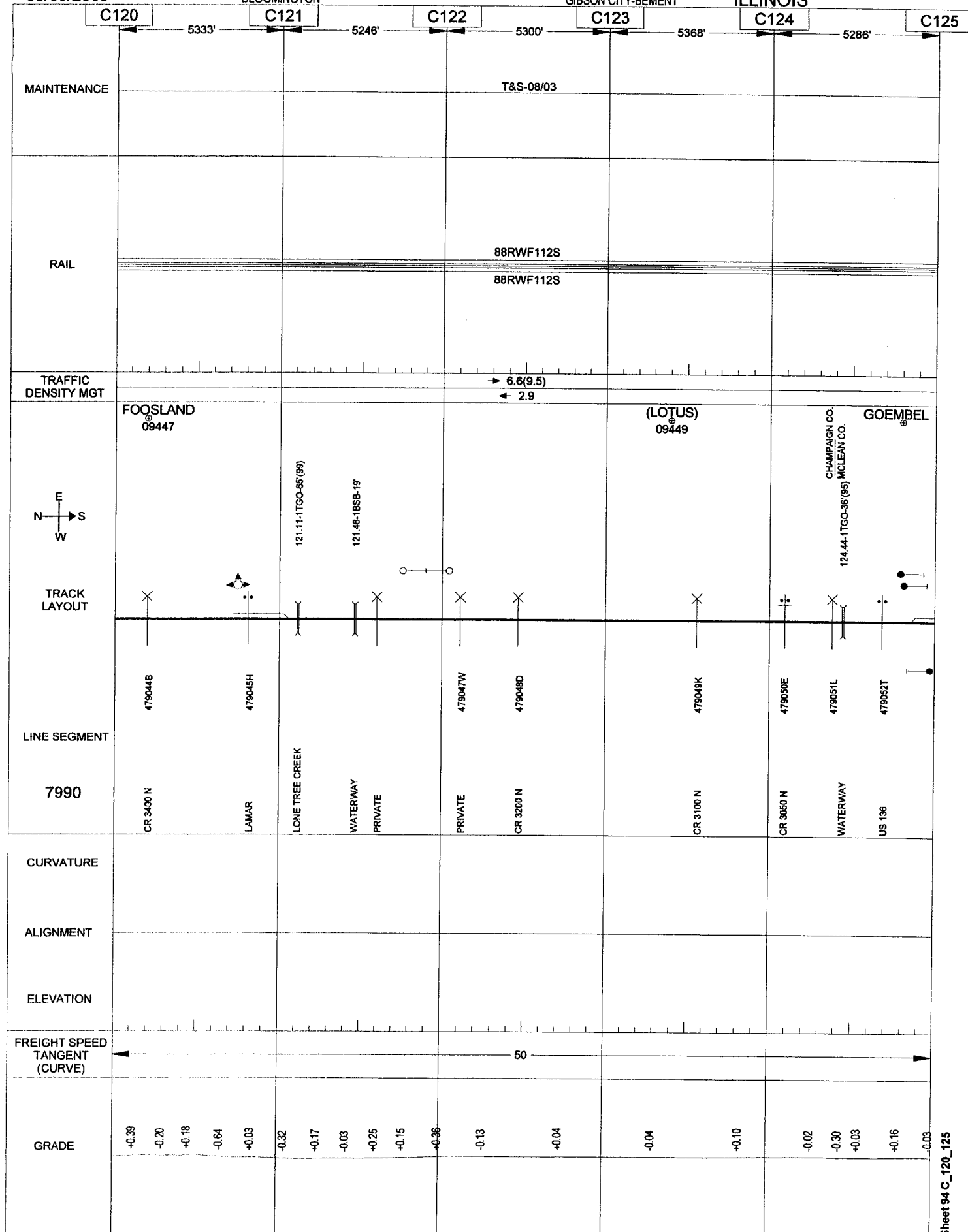
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BLOOMINGTON

173

GIBSON CITY-BEMENT

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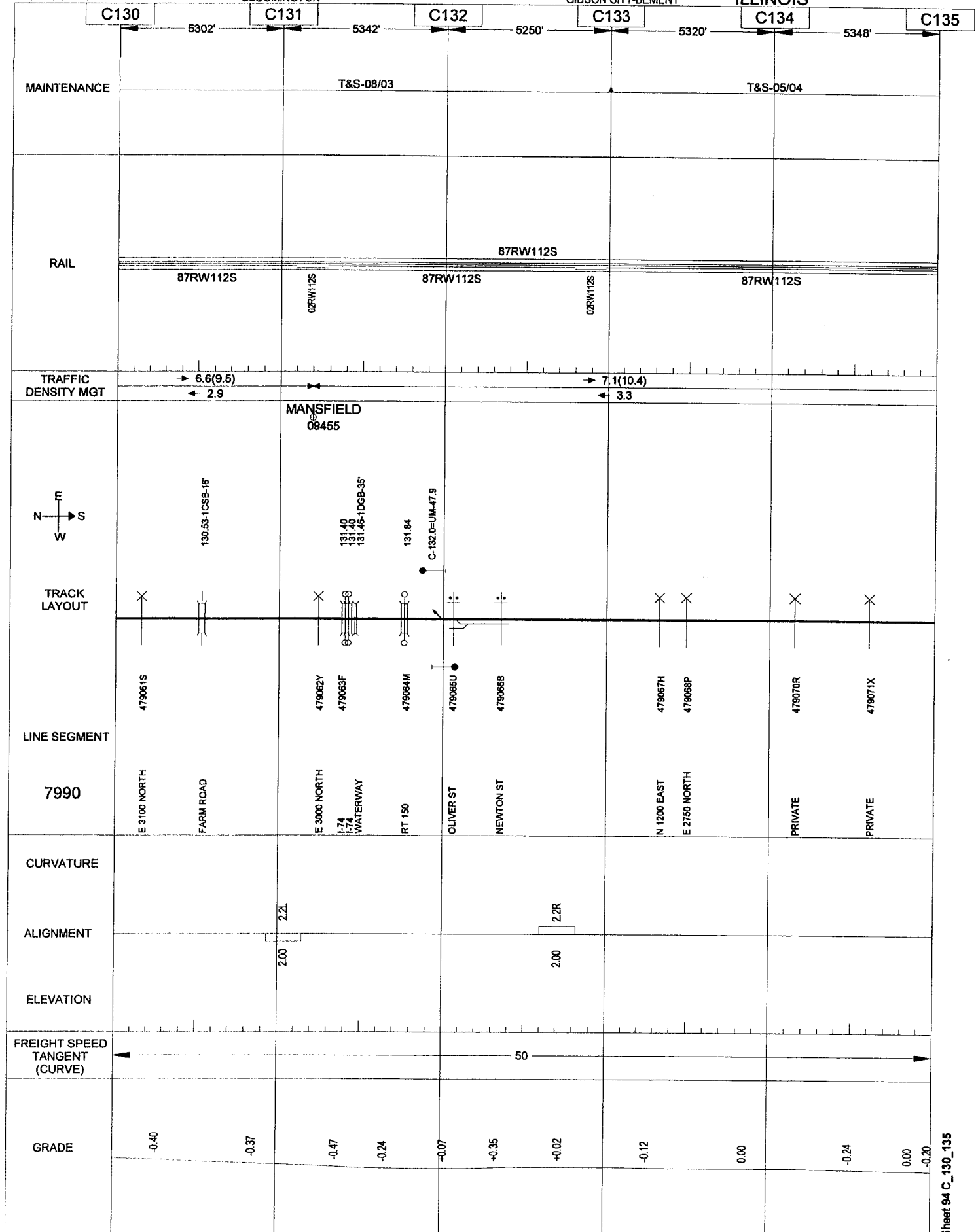
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BLOOMINGTON

175

GIBSON CITY-BEMENT

ILLINOIS



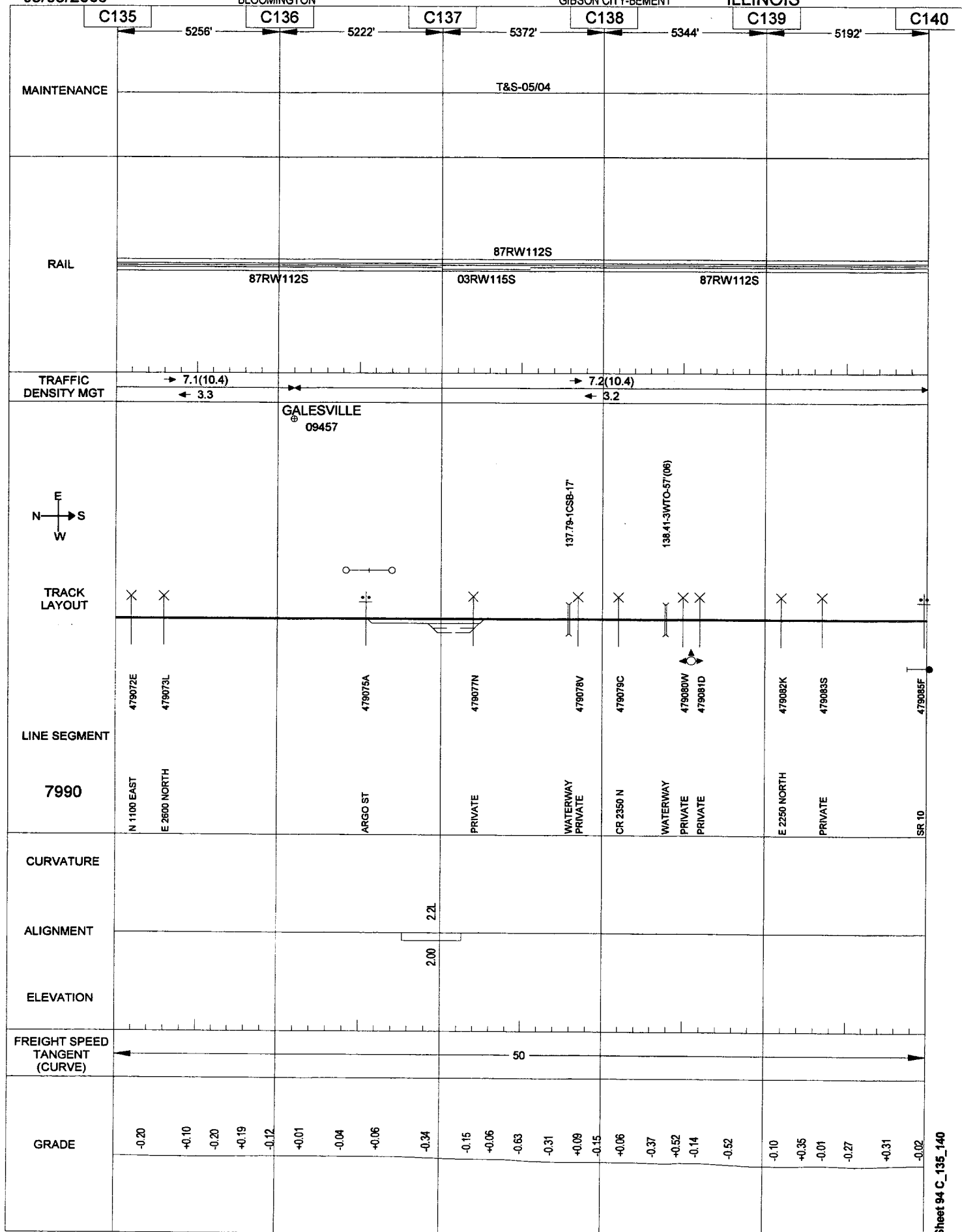
03/03/2008

BLOOMINGTON

176

GIBSON CITY-BEMENT

ILLINOIS



03/03/2008

BLOOMINGTON

177

GIBSON CITY-BEMENT

ILLINOIS

C140

C141

C142

C143

C144

C145

5270'

5340'

5158'

5286'

5232'

MAINTENANCE

T&S-05/04

RAIL

87RW112S

79RWF112S

80RWF112S

87RWF112S

87RW112S

79RWF112S

80RWF112S

87RWF112S

TRAFFIC
DENSITY MGT→ 7.1(10.3)
← 3.2LODGE
09463MILLS
⊕MONTICELLO
09465
⊕TRACK
LAYOUT

141.24-1DGO-32'(02)

141.67-1TGB-40'

141.98-1DGO-35'(02)

TEST
MILE

143.76-4TGO-308(99)

TEST
MILE144.08
144.08

144.41-9BSO-144'(02)

LINE SEGMENT

7990

S ST-CR 2150 N

E 2100 NORTH

WATERWAY

ROAD

WATERWAY

BUCKS POND RD

SANGAMON RIVER

CAMP CREEK

479086M

479087U

479089H

479090C

479092R

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.02

-0.30

-0.40

-0.12

-0.05

+0.28

-0.19

+0.19

+0.84

+0.08

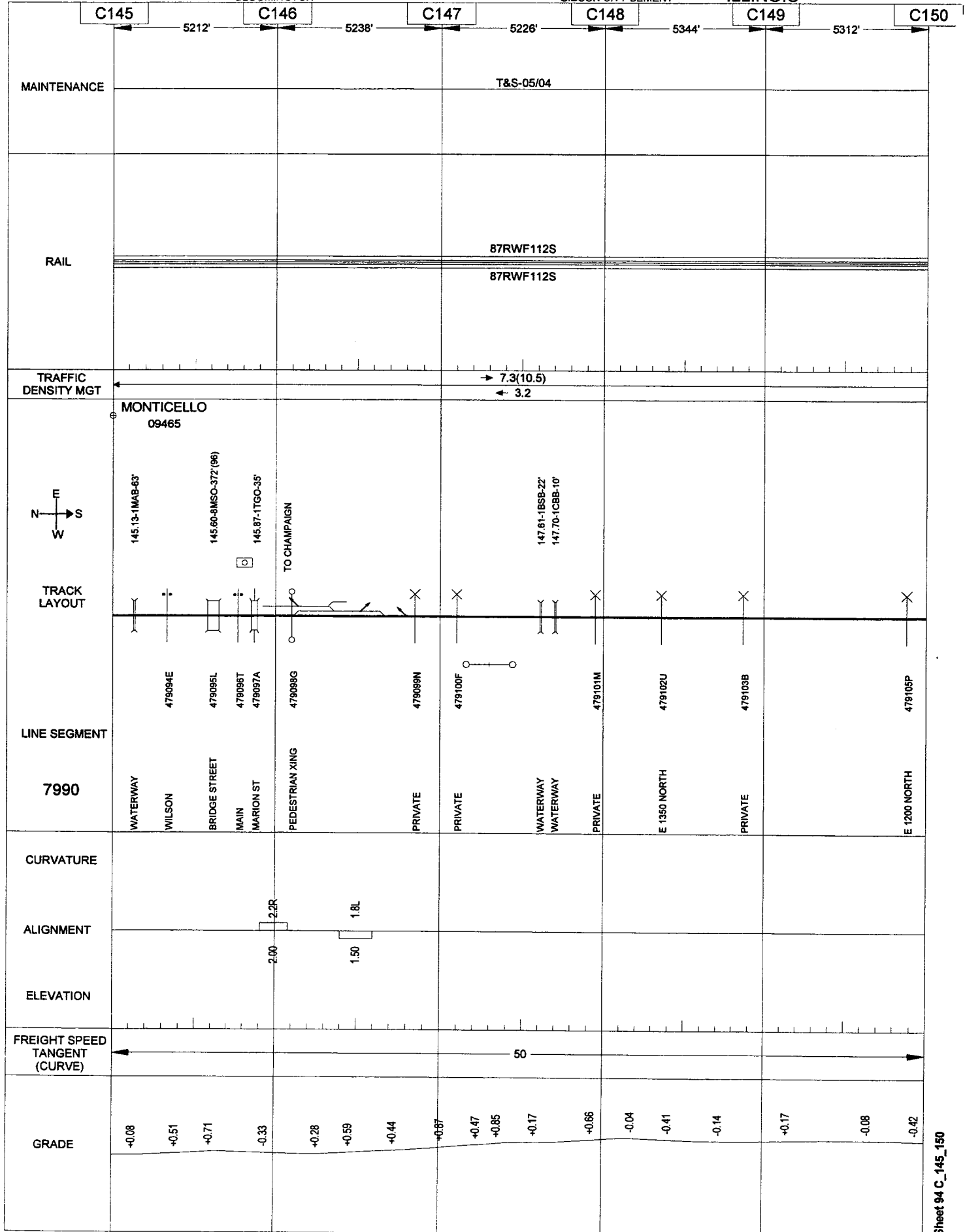
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178

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



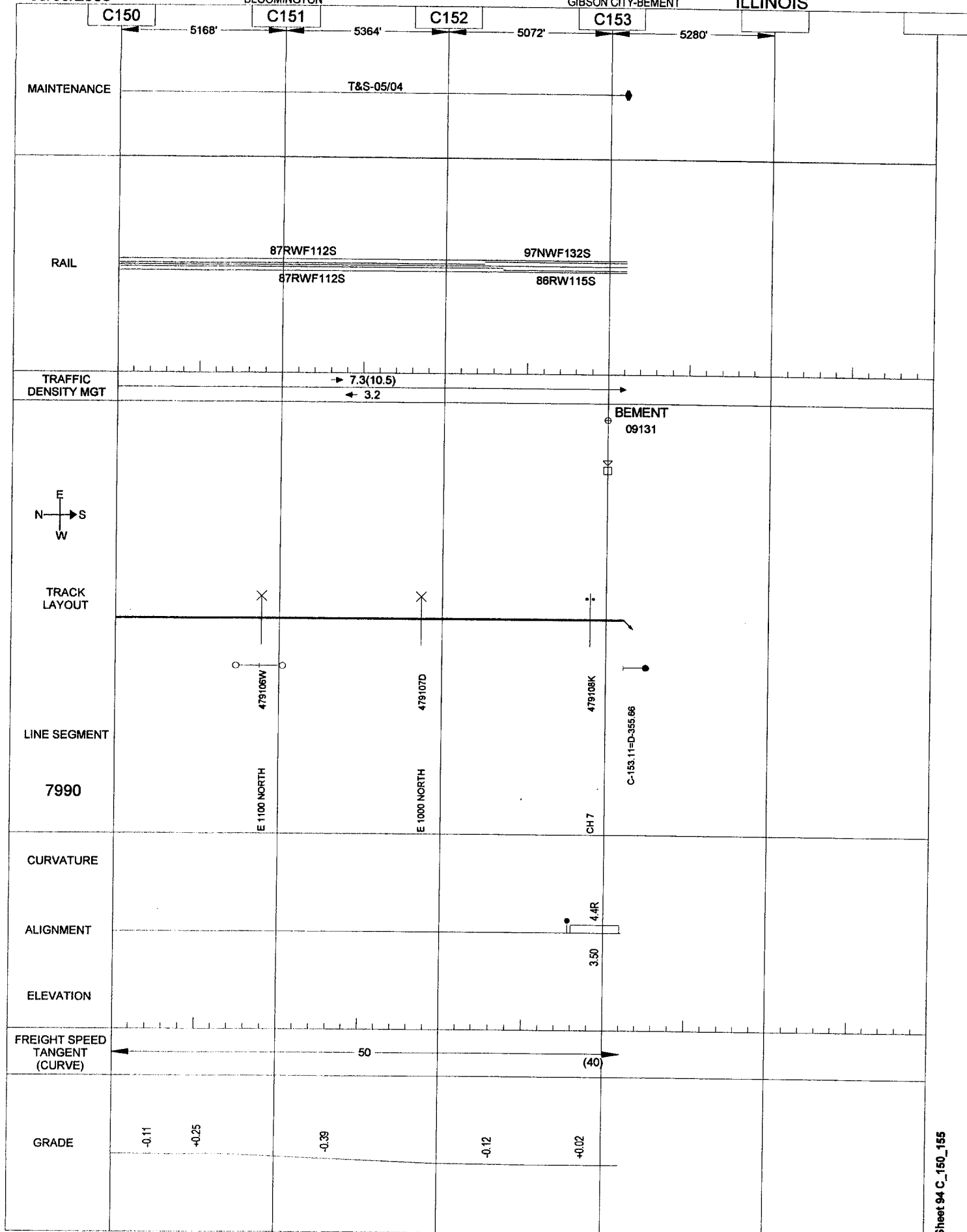
03/03/2008

179

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



03/03/2008

BLOOMINGTON

180
MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS

UM29

UM30

2640'

5281'

MAINTENANCE

T&S-06/87

RAIL

53RJ105S

53RJ105S

TRAFFIC
DENSITY MGT

→ 0.0(0.1)
← 0.1

URBANA
⑥

W
S — N
E

TRACK
LAYOUT

LINE SEGMENT

8140

543236S

MAPLE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.76

+0.56

+0.24

+0.26

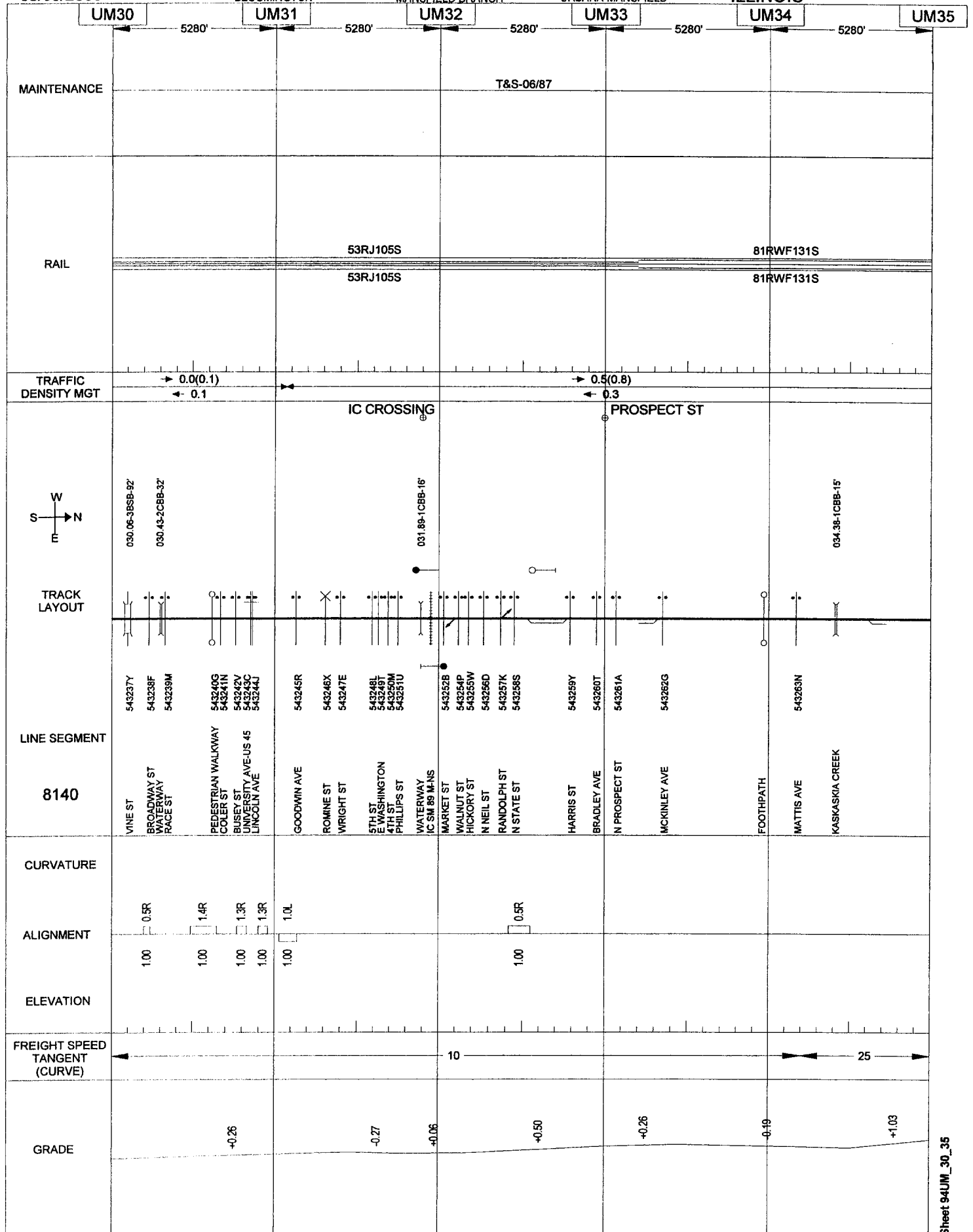
03/03/2008

BLOOMINGTON

181
MANSEFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS



03/03/2008

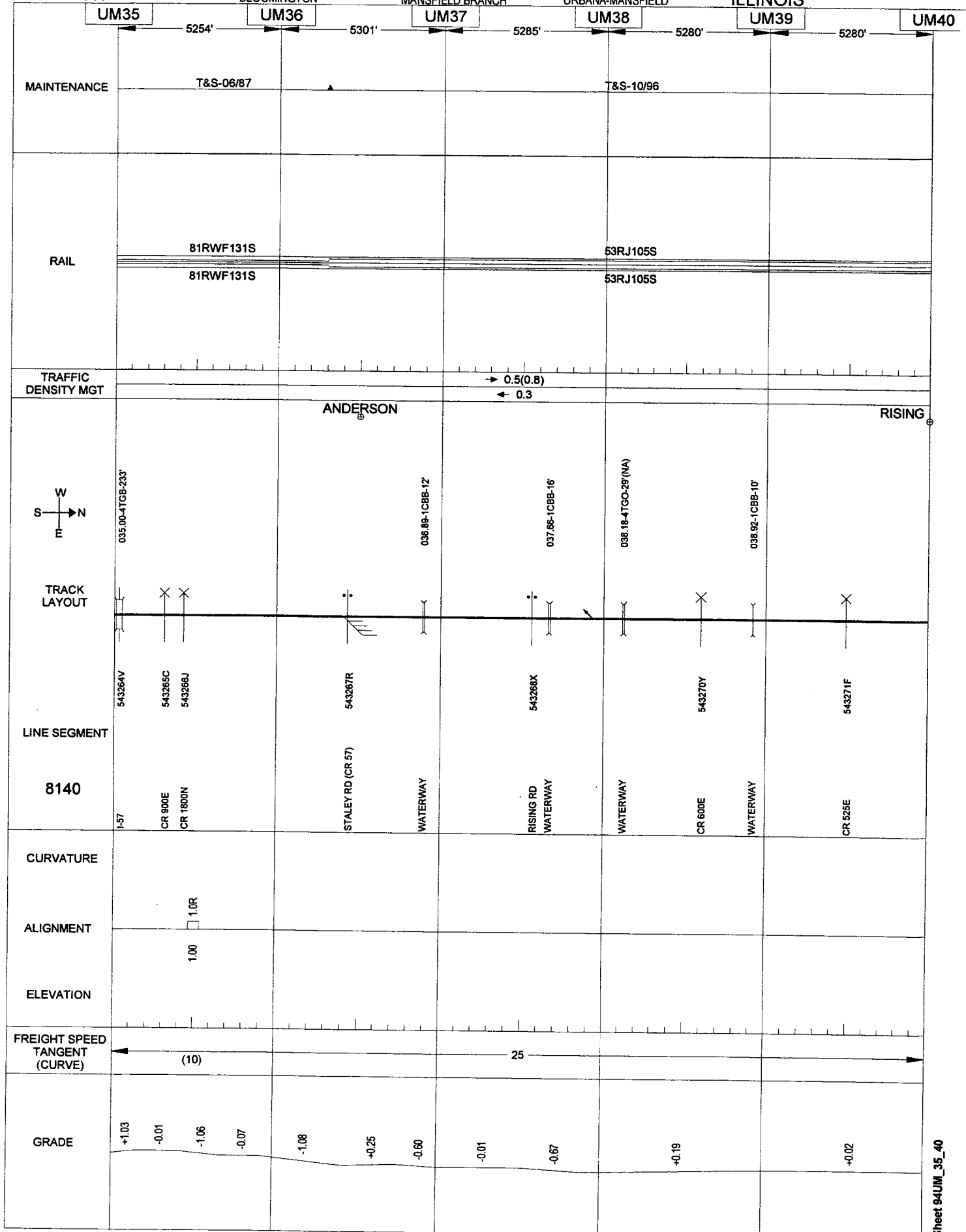
182

BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS



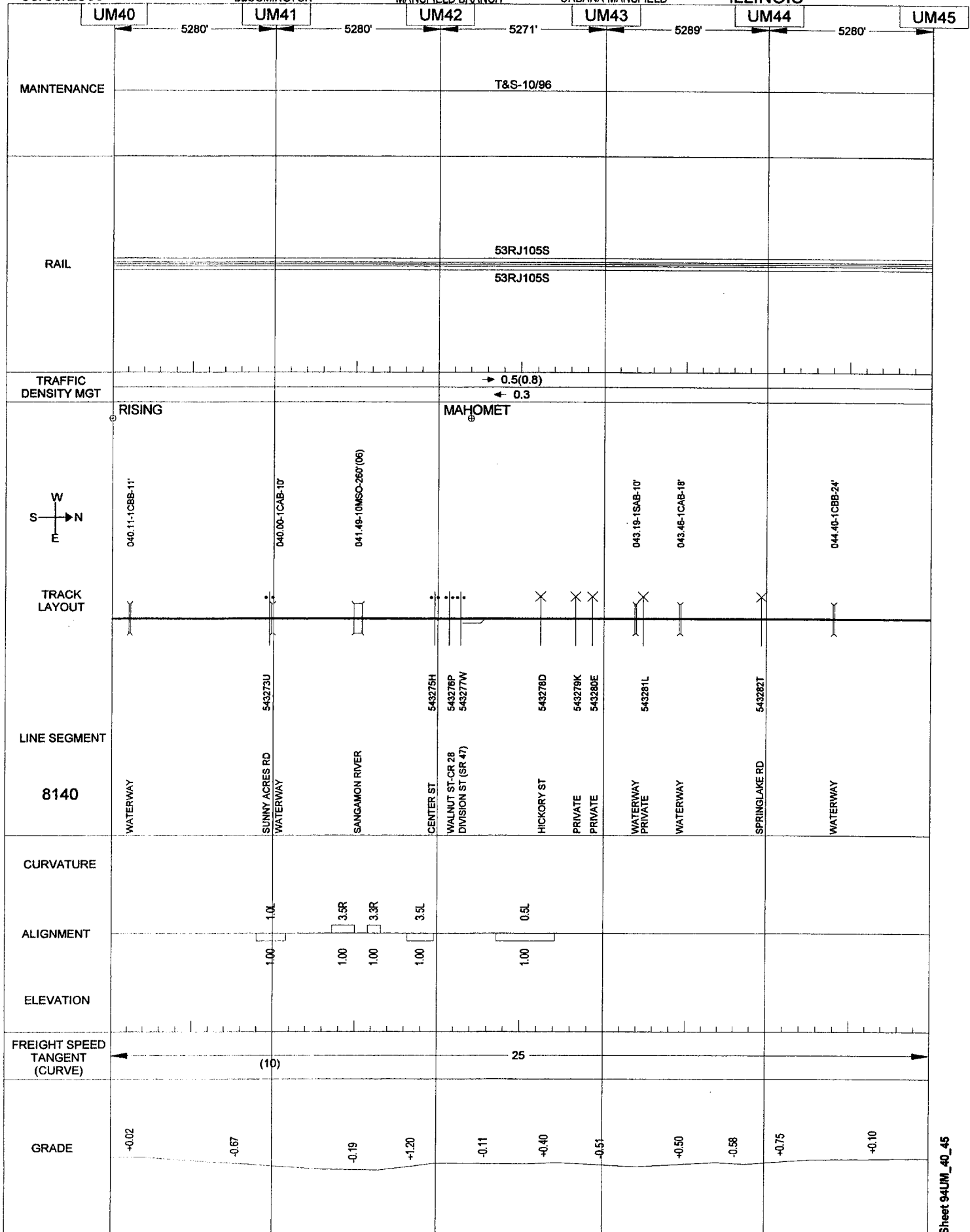
03/03/2008

BLOOMINGTON

183
MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS



03/03/2008

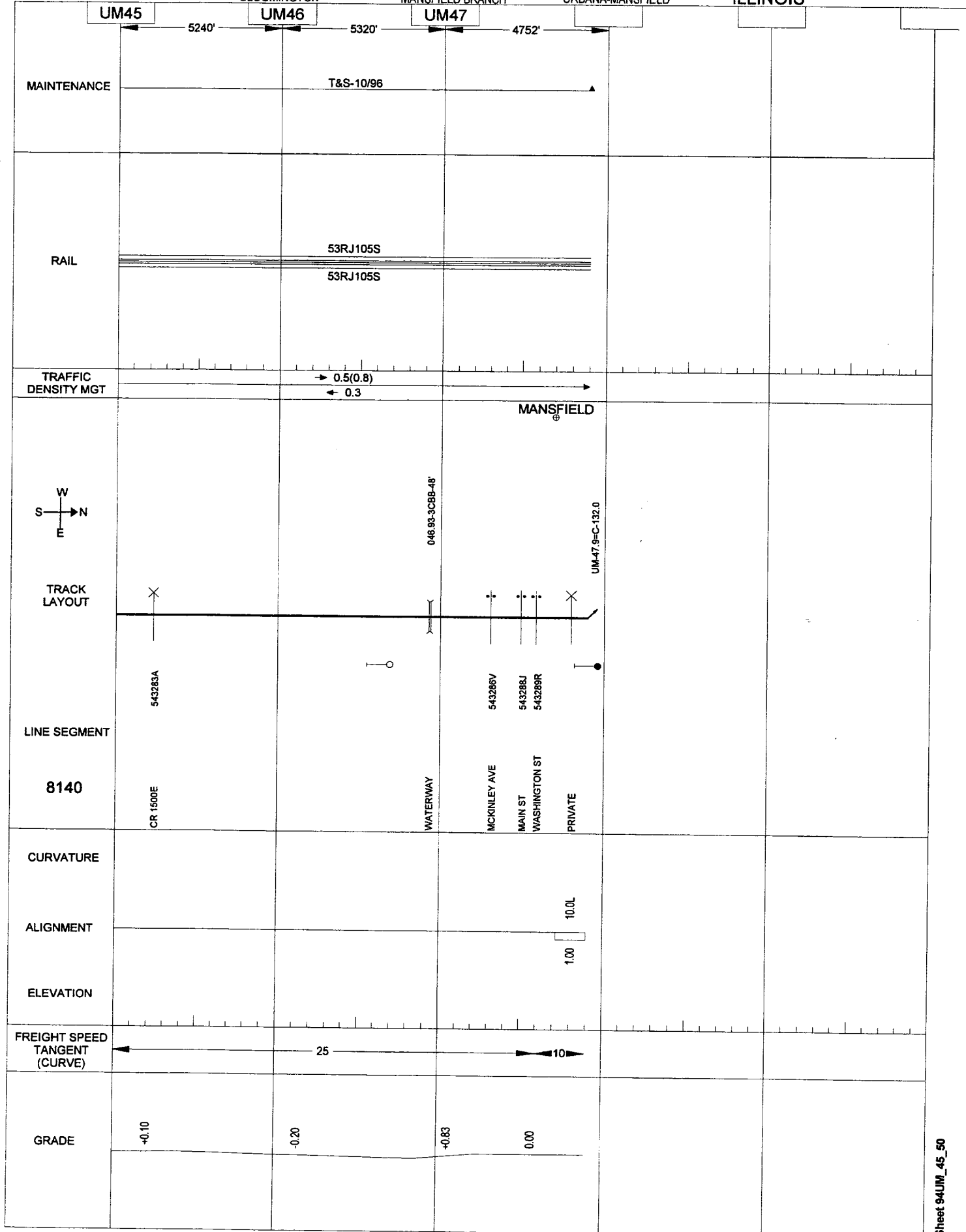
184

BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS



03/03/2008

FRANKFORT

185
FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP235

5280'

MAINTENANCE

RAIL

55N115S
77W131S
55N115S
77W131S

TRAFFIC
DENSITY MGT

→ 4.2(10.8)
← 6.6

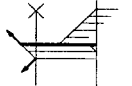
CSXT CROSSING

V-7-IN

S
E → W
N

BEGIN LAKE DIVISION

TRACK
LAYOUT



474750U

LINE SEGMENT

ROSSVILLE AVE

7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

0.00

03/03/2008

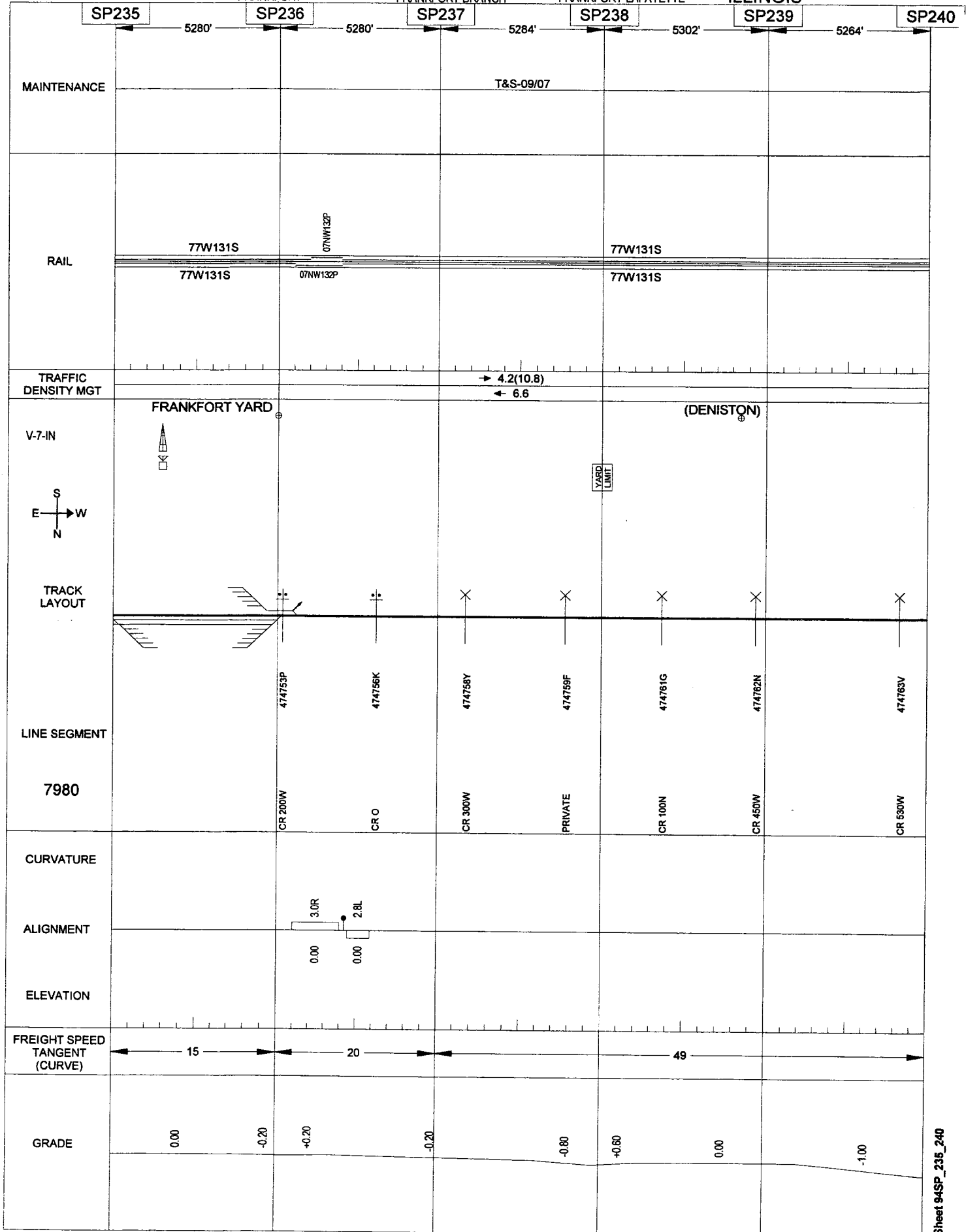
186

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



03/03/2008

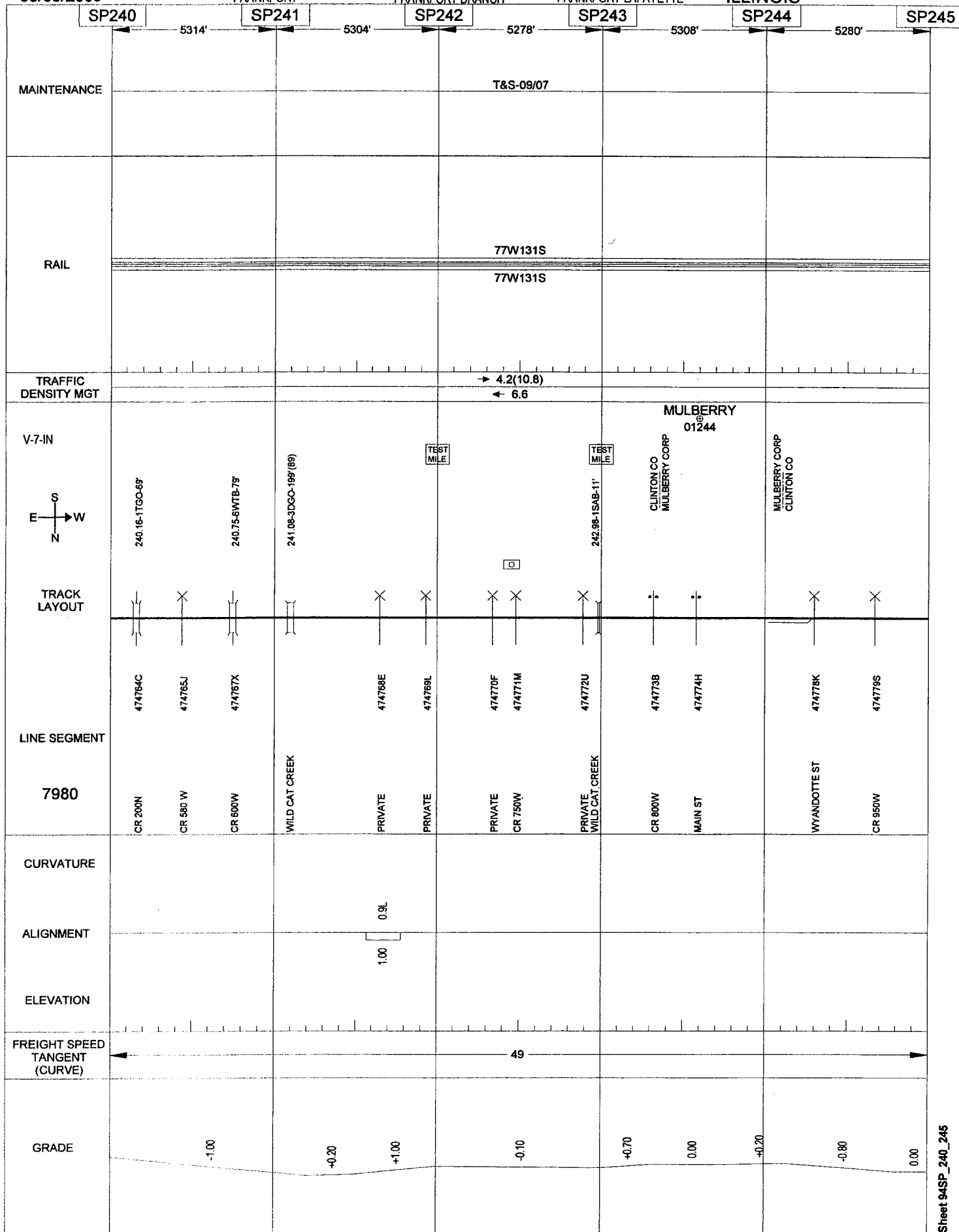
187

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



03/03/2008

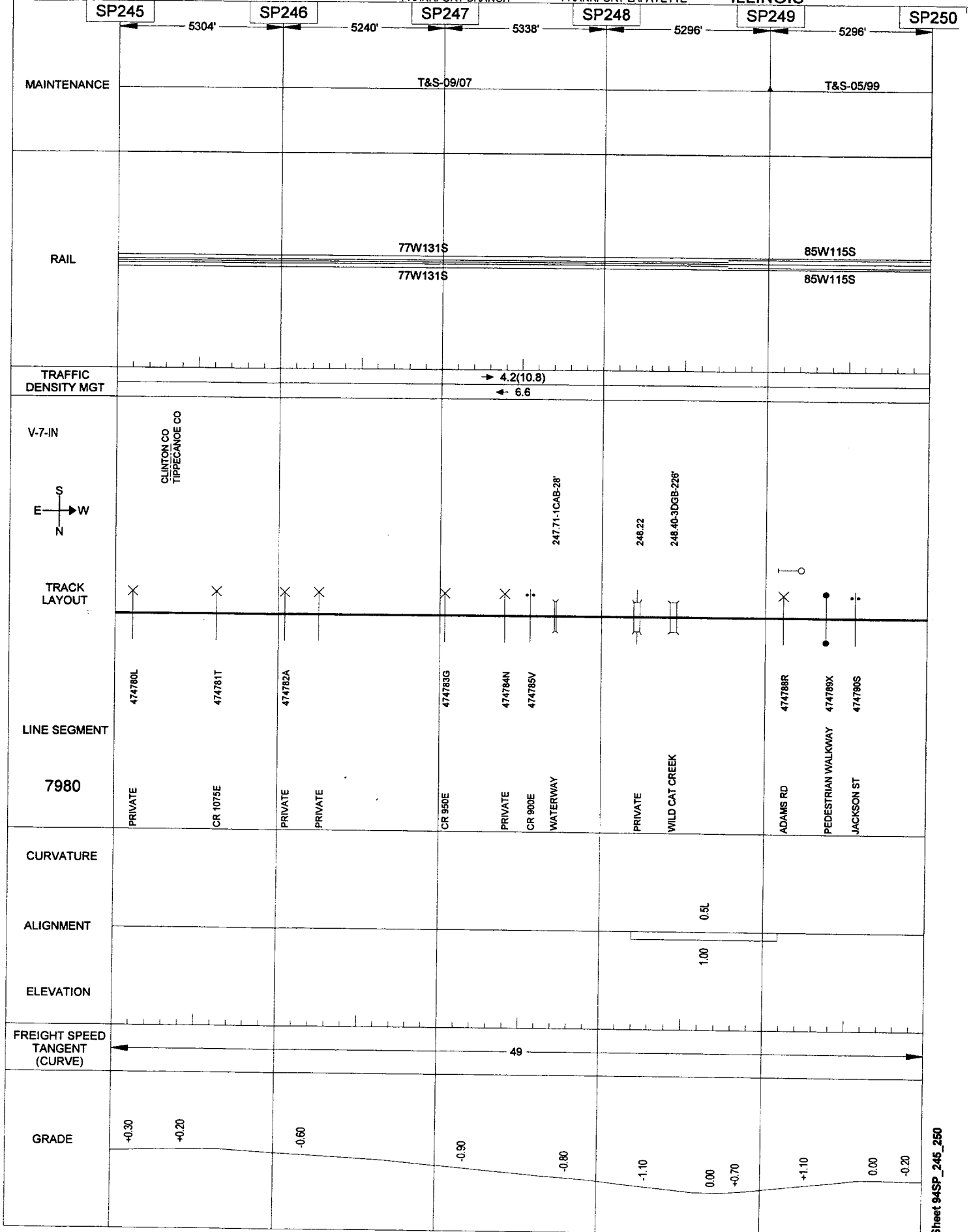
188

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



ILLINOIS

SP255

5390

T&S-06/99

RAIL

85W115S

85W115S

TRAFFIC DENSITY MGT

→ 4.2(10.8)

→ 6.6(14.9)

V-7-IN

DAYTON[®]
01250

SOUTH YARD

ALTAMONT
01255

250.35

251.58-1SAB-13'

251.90

PARKE WAREHOUSE

TRACK LAYOUT

PRIVATE 474791Y

474792F
474793M

PRIVATE 474794U

NEW CASTLE RD 474795B

AFAYETTE BYPASS

JS 52
474798W

CONCORD RD 474801C

LINE SEGMENT

7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

49

- 2

GRADE

20

10

03

05

0

—

01

0

①

Sheet 94SP_250_255

03/03/2008

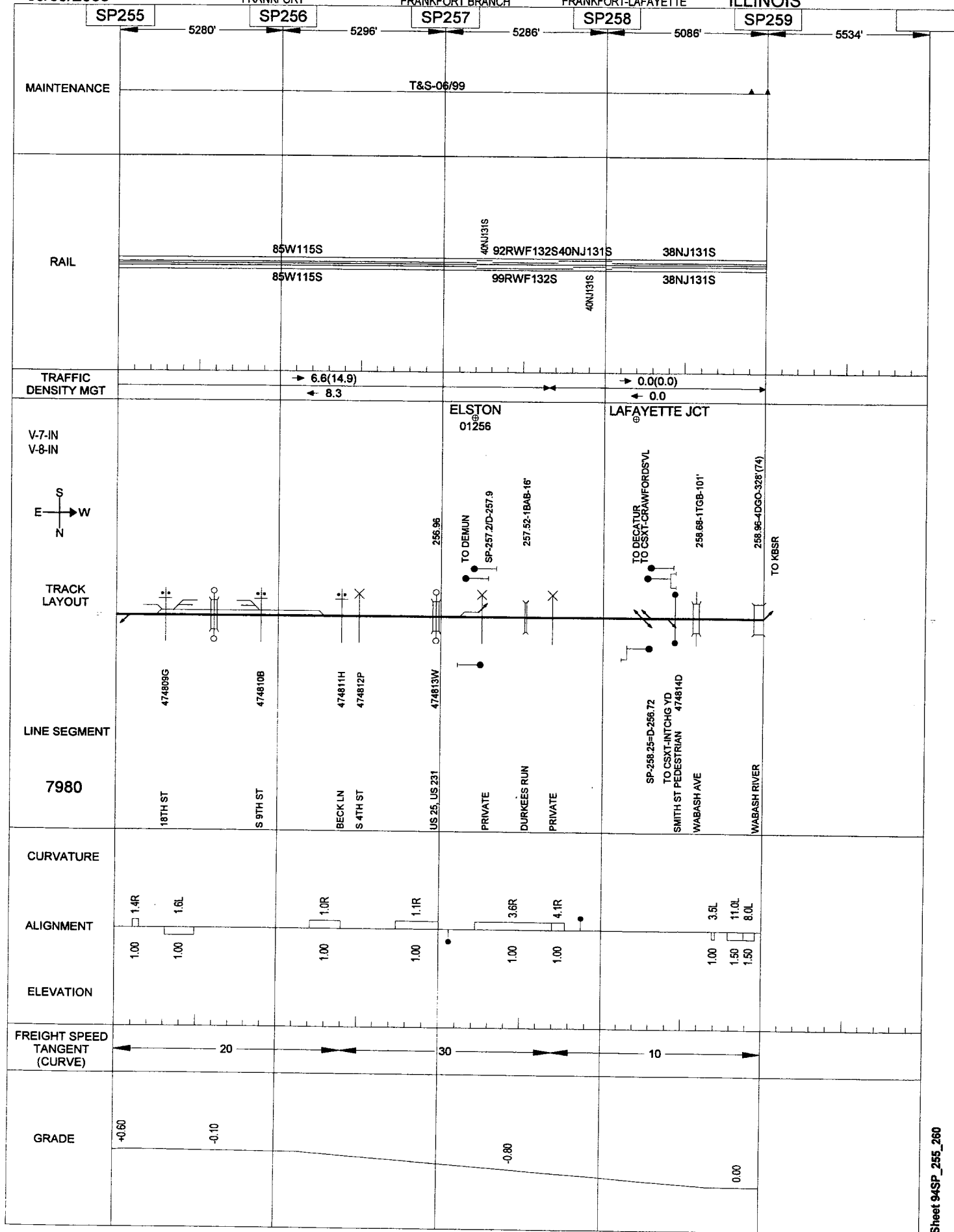
190

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



03/03/2008

SOUTHERN WEST

191

E ST LOUIS-PRINCETON

ILLINOIS

5W

5308'

T&S-02/99
S-07/02

MAINTENANCE

RAIL

36RJ130S 80RJ132S
36RJ130S 80RJ132S

TRAFFIC
DENSITY MGT

11.0(18.3)
← 7.3

V-94-IL(SR)

VC BELT
SOUTHERN CROSSING
EAST ST LOUIS
09310

N
W → E
S

WYE
4.67-W=VC-0.00
TO TERMINAL RR

TRACK
LAYOUT

LINE SEGMENT

8235

TRRA 85 M-TRRA
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10 → 20

GRADE

0.00

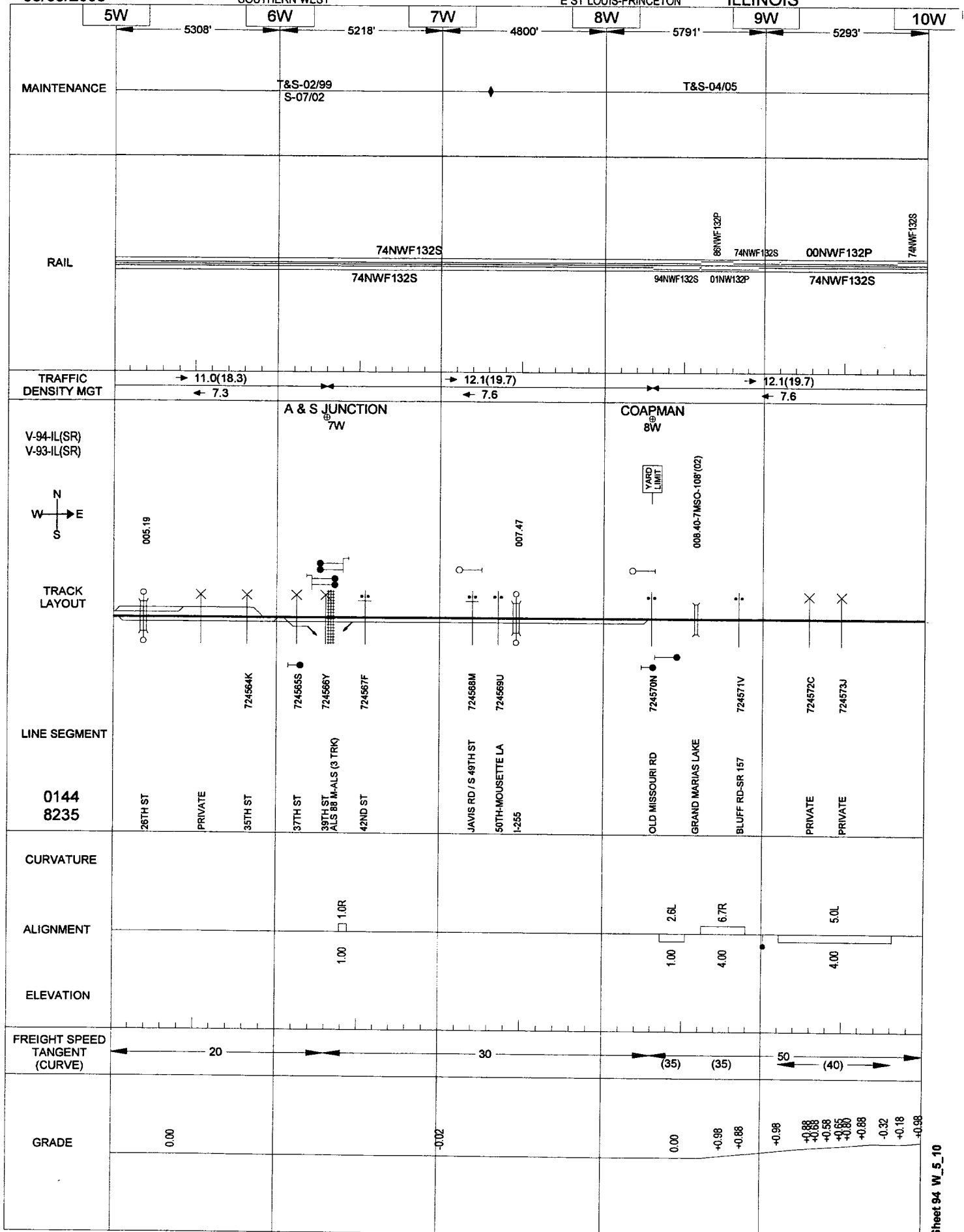
03/03/2008

192

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



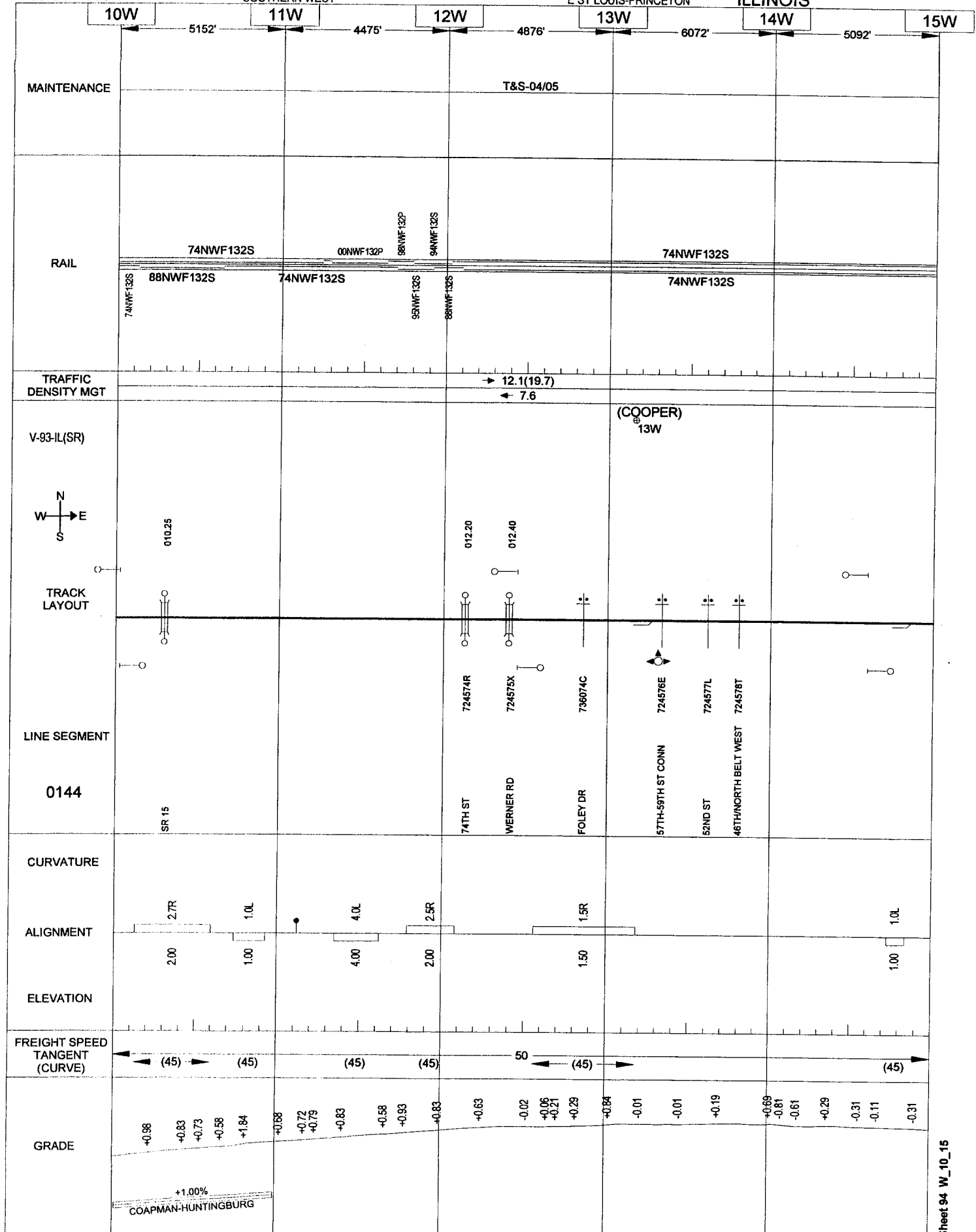
03/03/2008

SOUTHERN WEST

193

E ST LOUIS-PRINCETON

ILLINOIS



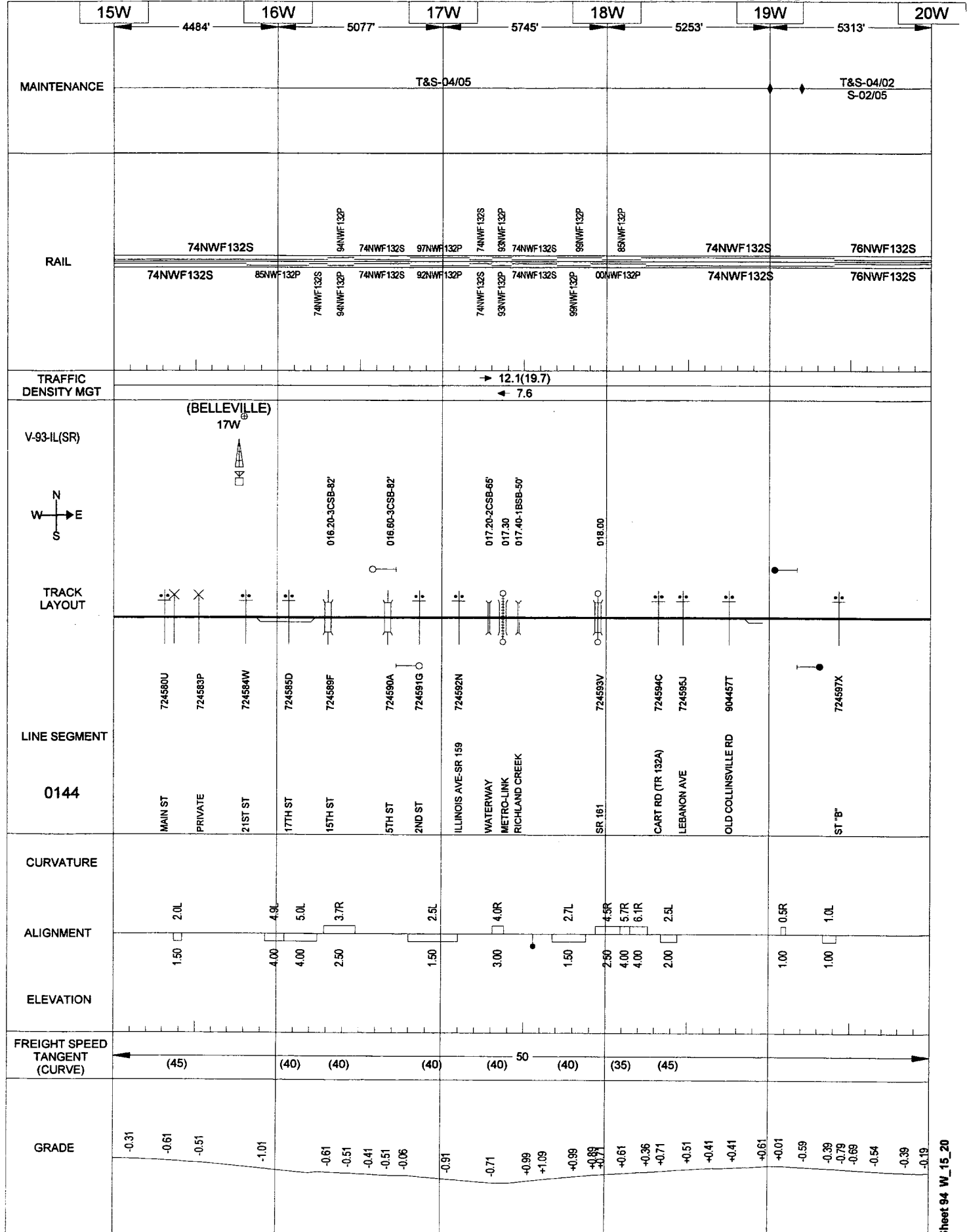
03/03/2008

194

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



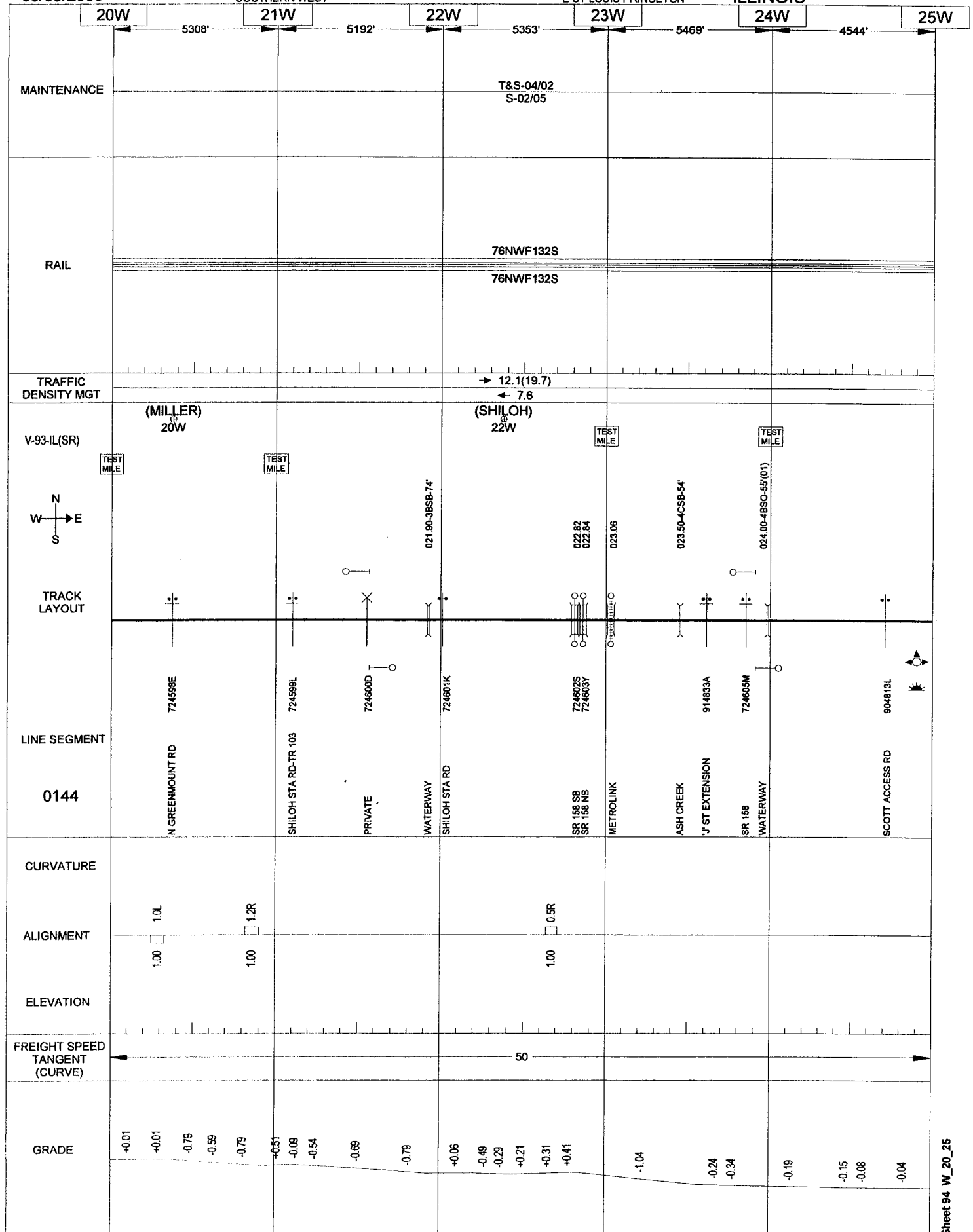
03/03/2008

SOUTHERN WEST

195

E ST LOUIS-PRINCETON

ILLINOIS



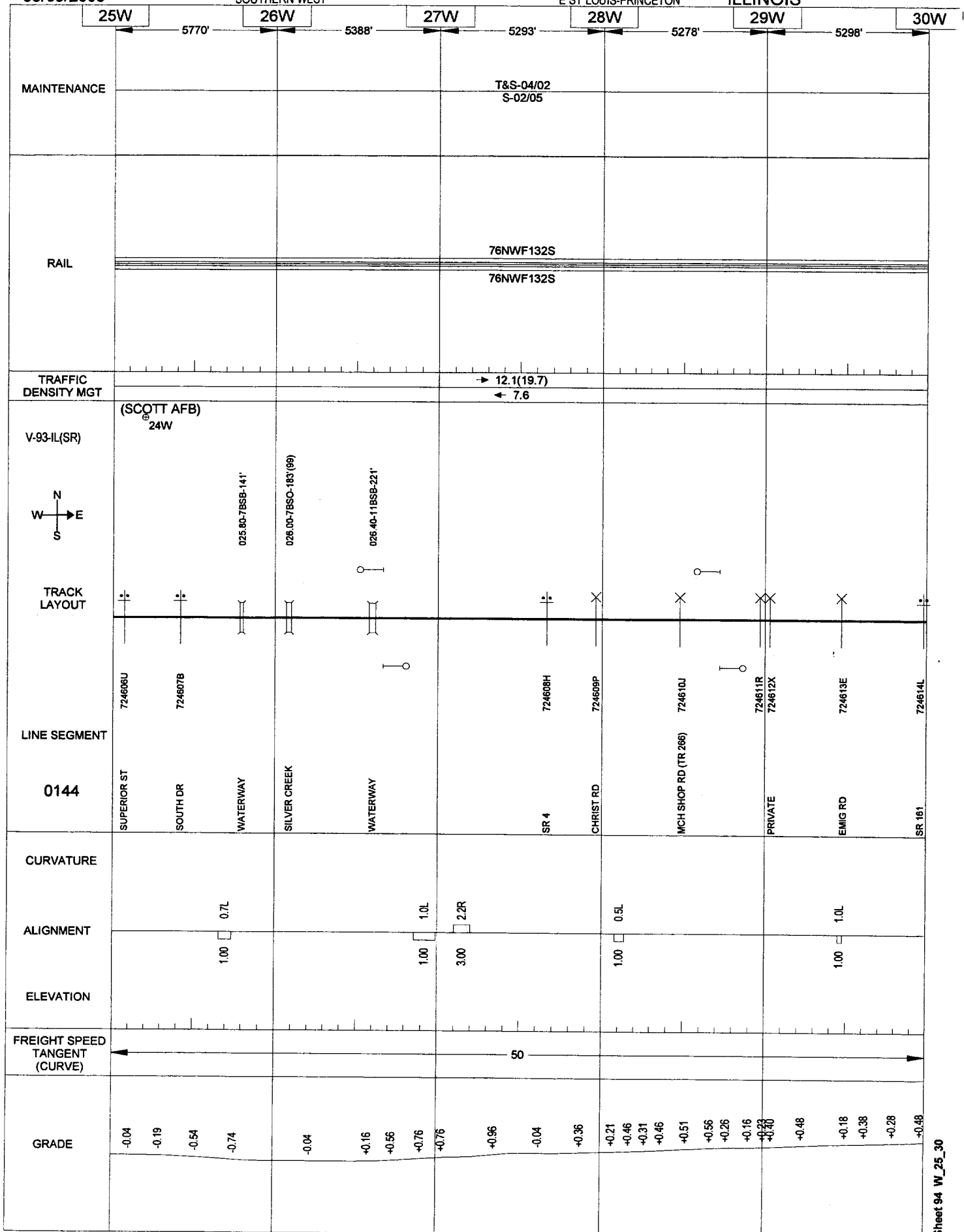
03/03/2008

SOUTHERN WEST

196

E ST LOUIS-PRINCETON

ILLINOIS



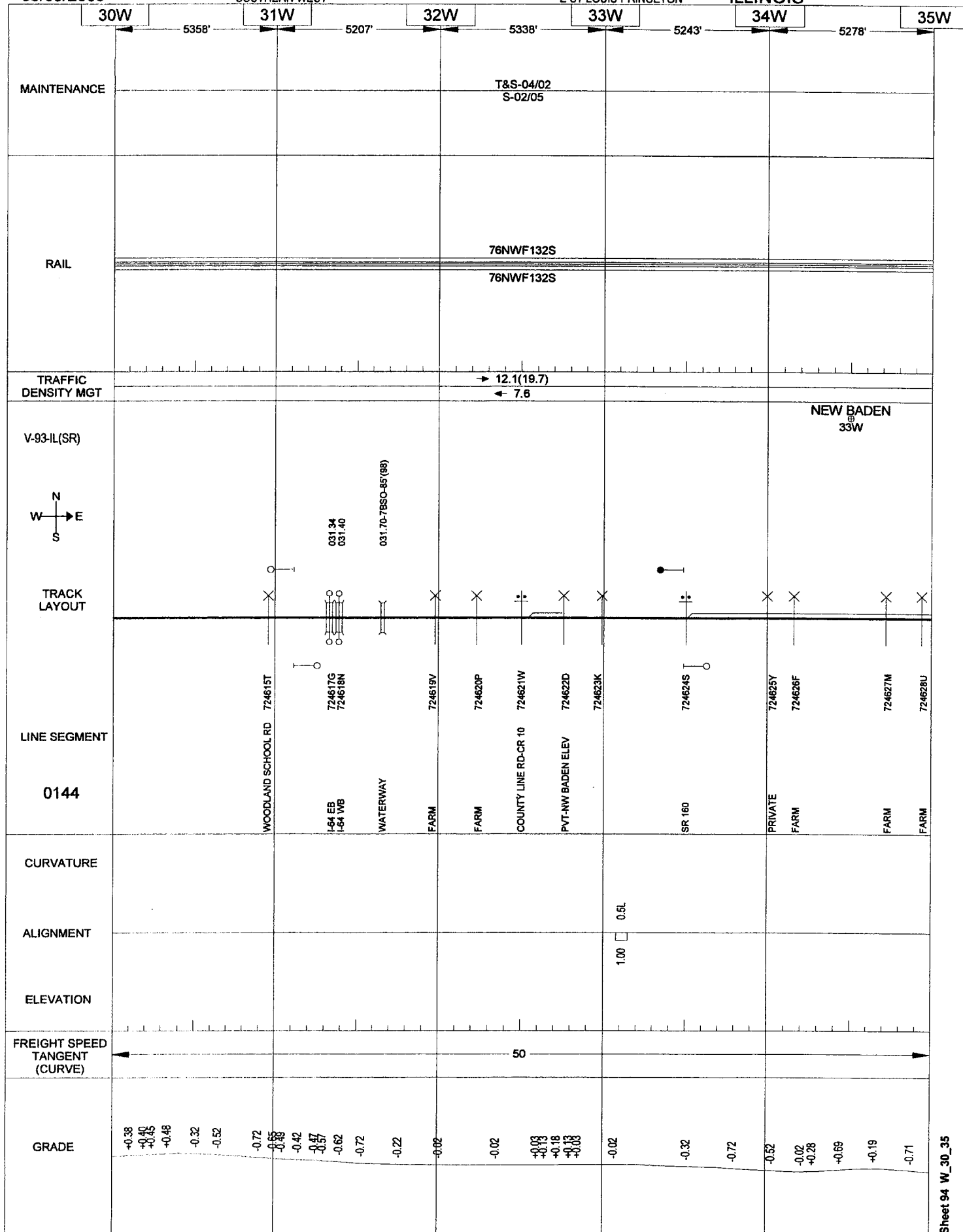
03/03/2008

197

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



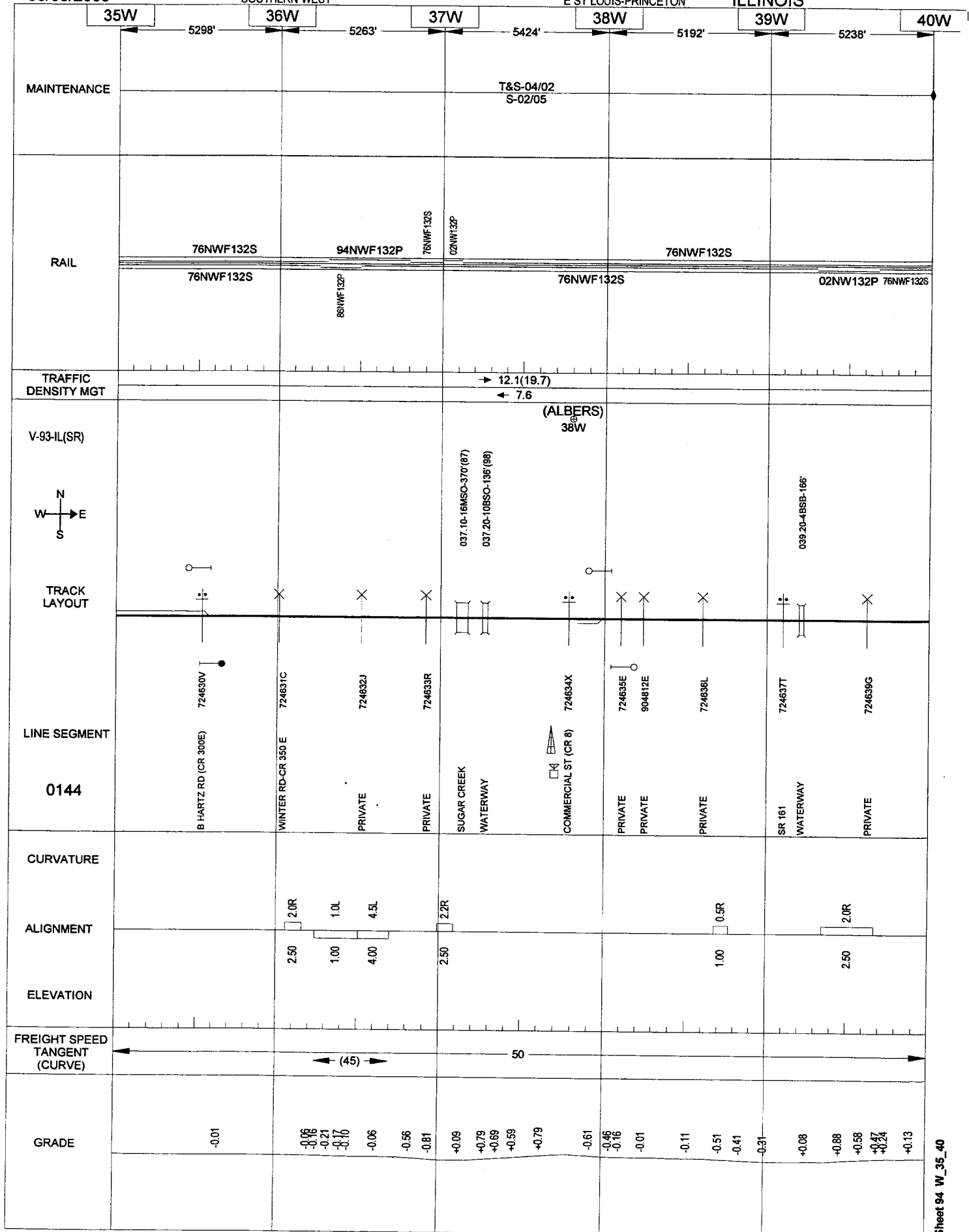
03/03/2008

SOUTHERN WEST

198

E ST LOUIS-PRINCETON

ILLINOIS



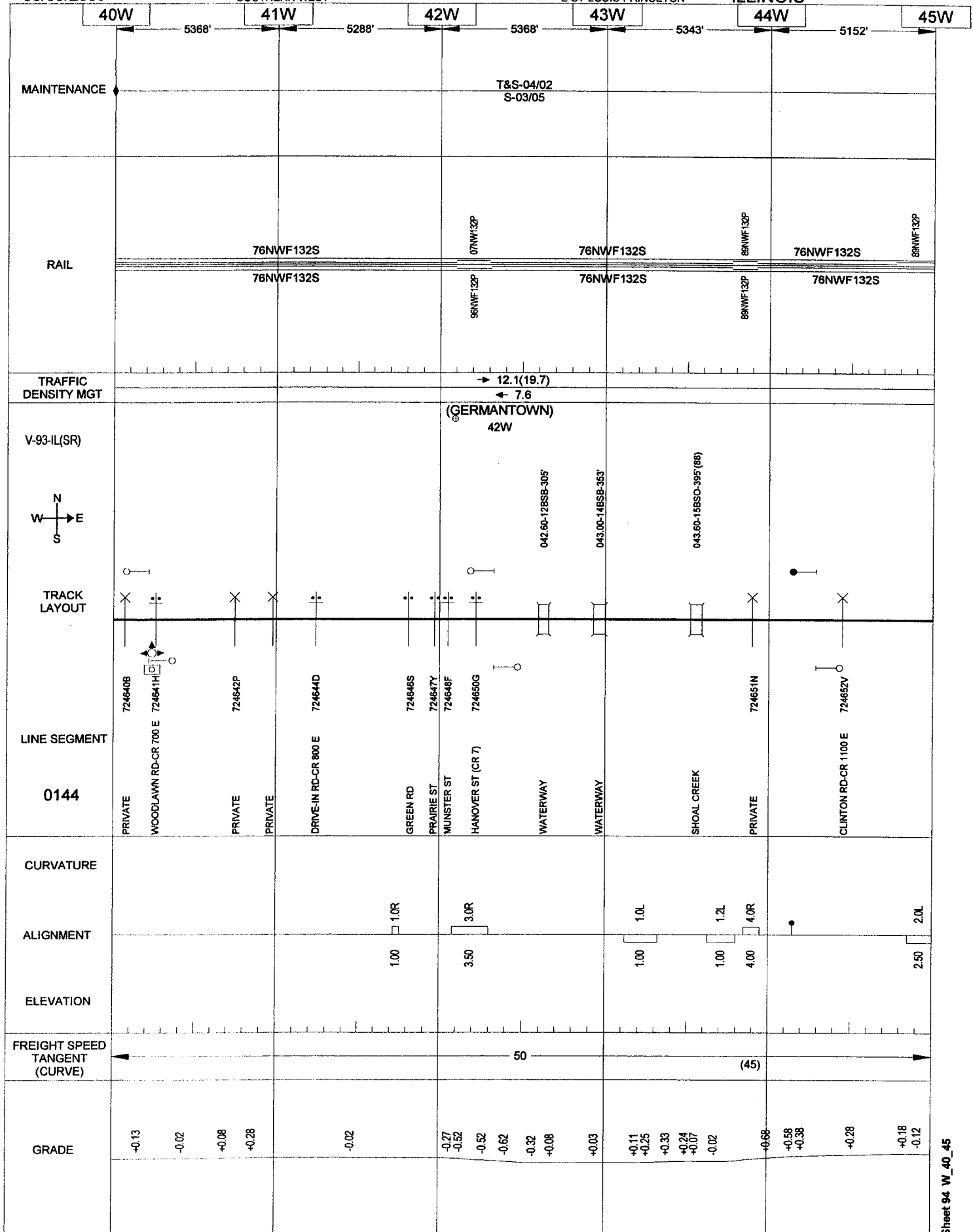
03/03/2008

199

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



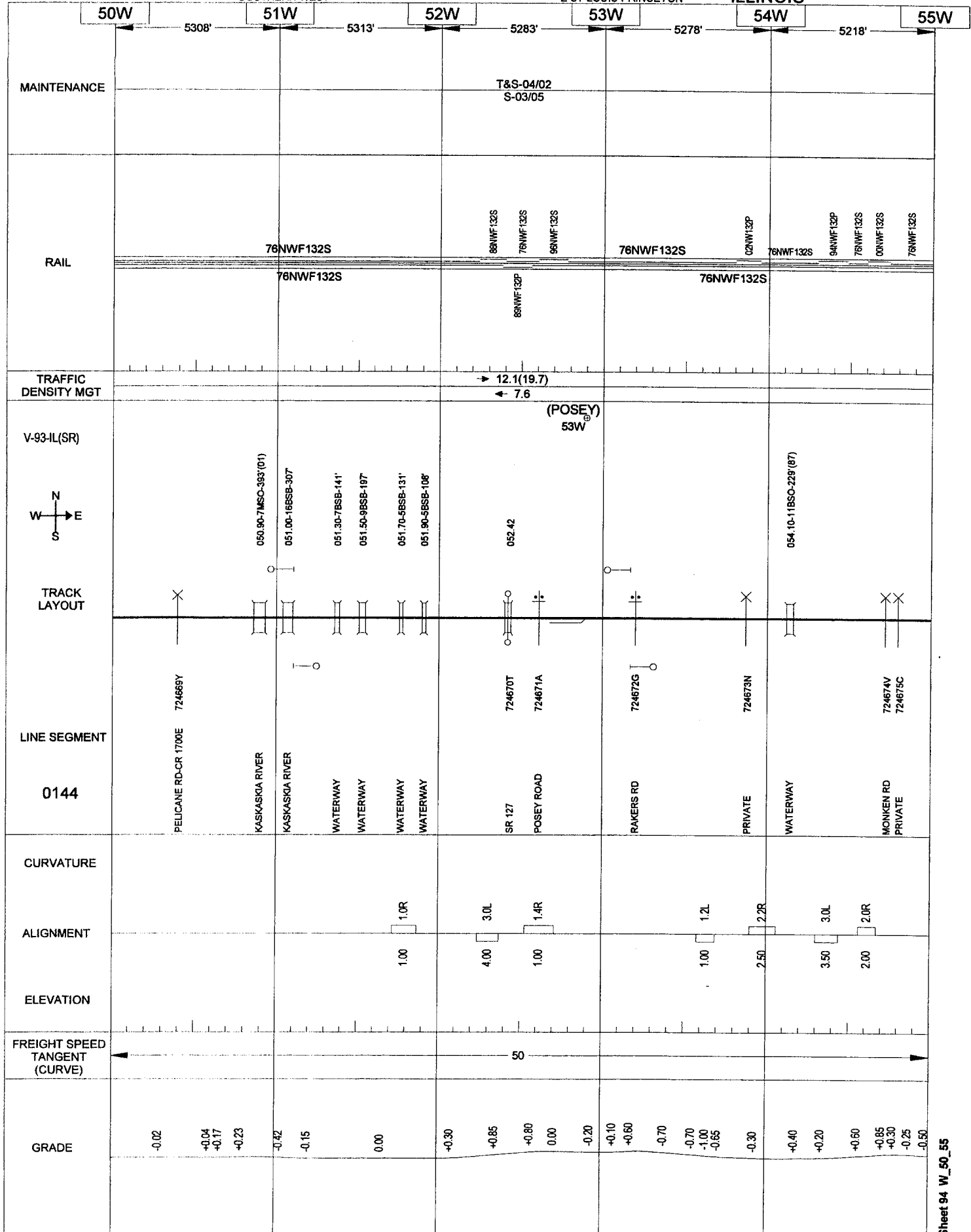
03/03/2008

201

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



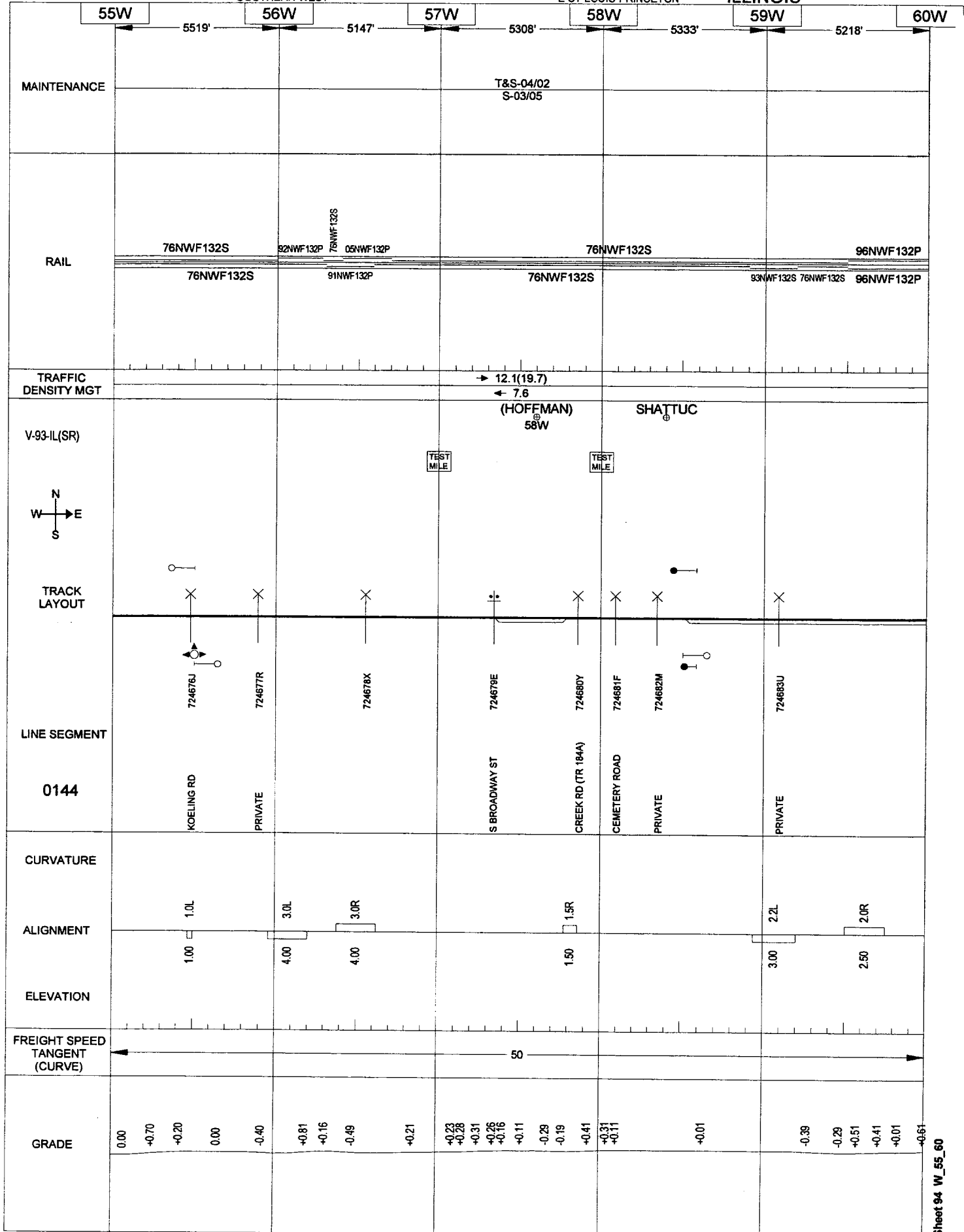
03/03/2008

202

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



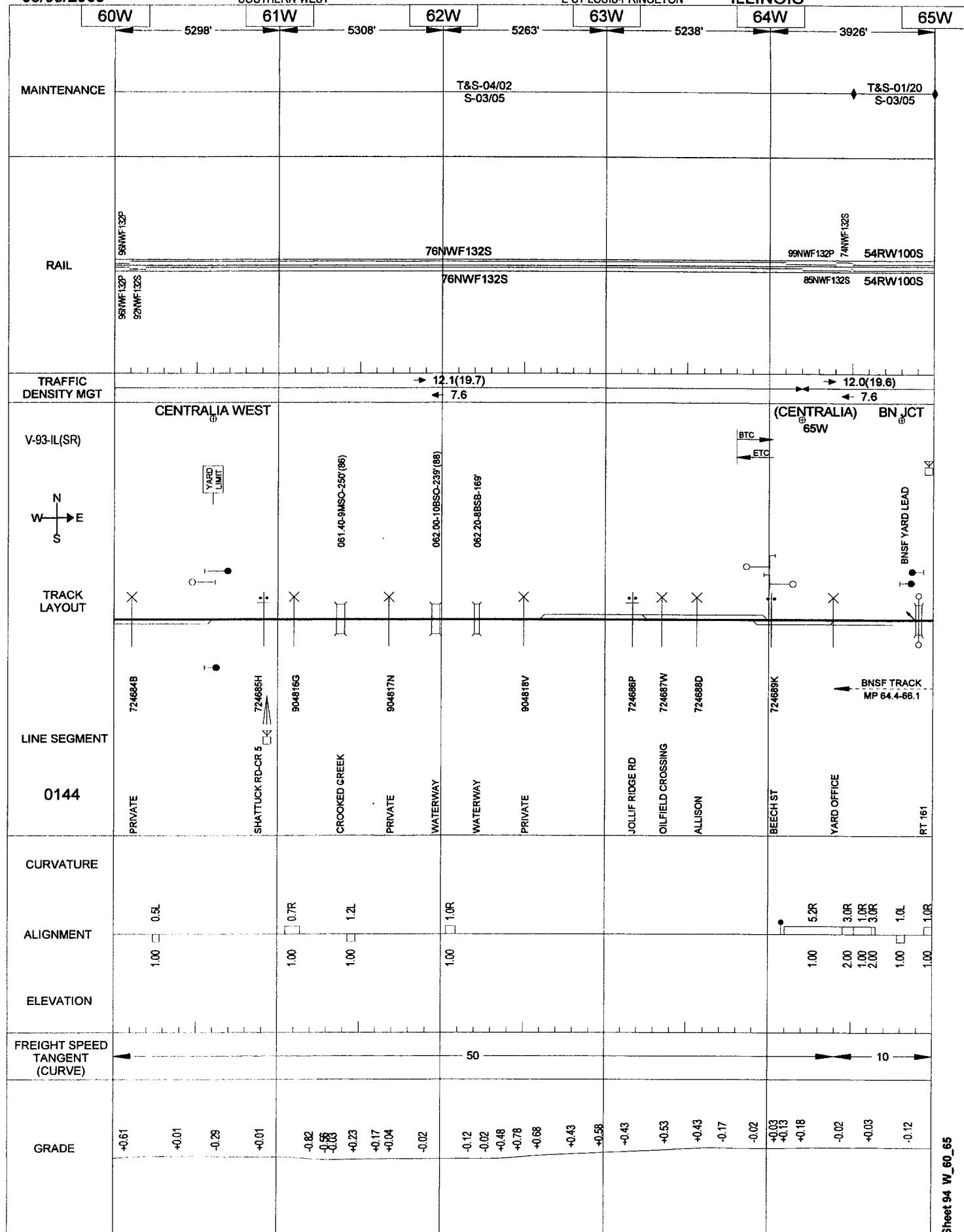
03/03/2008

203

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



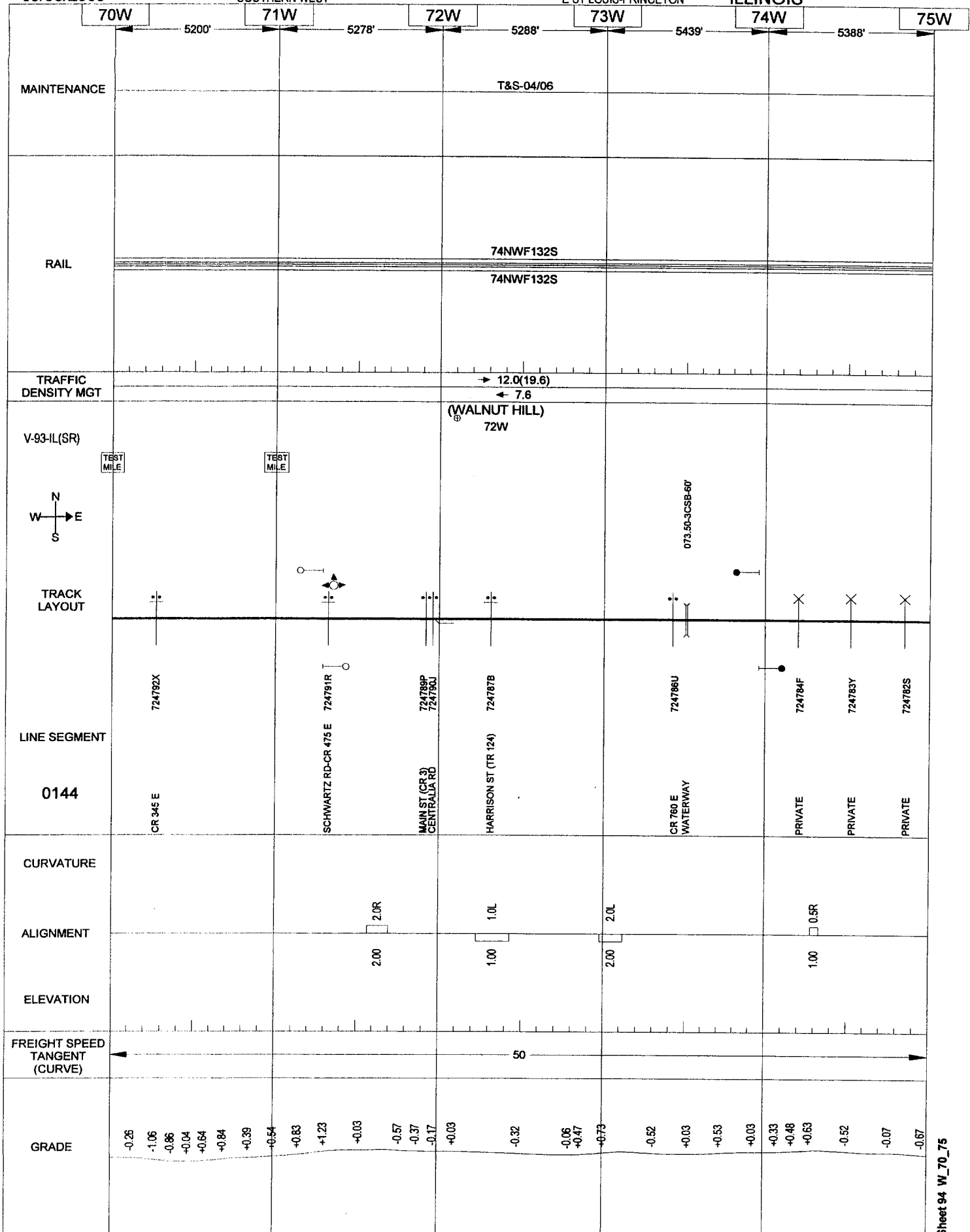
03/03/2008

205

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



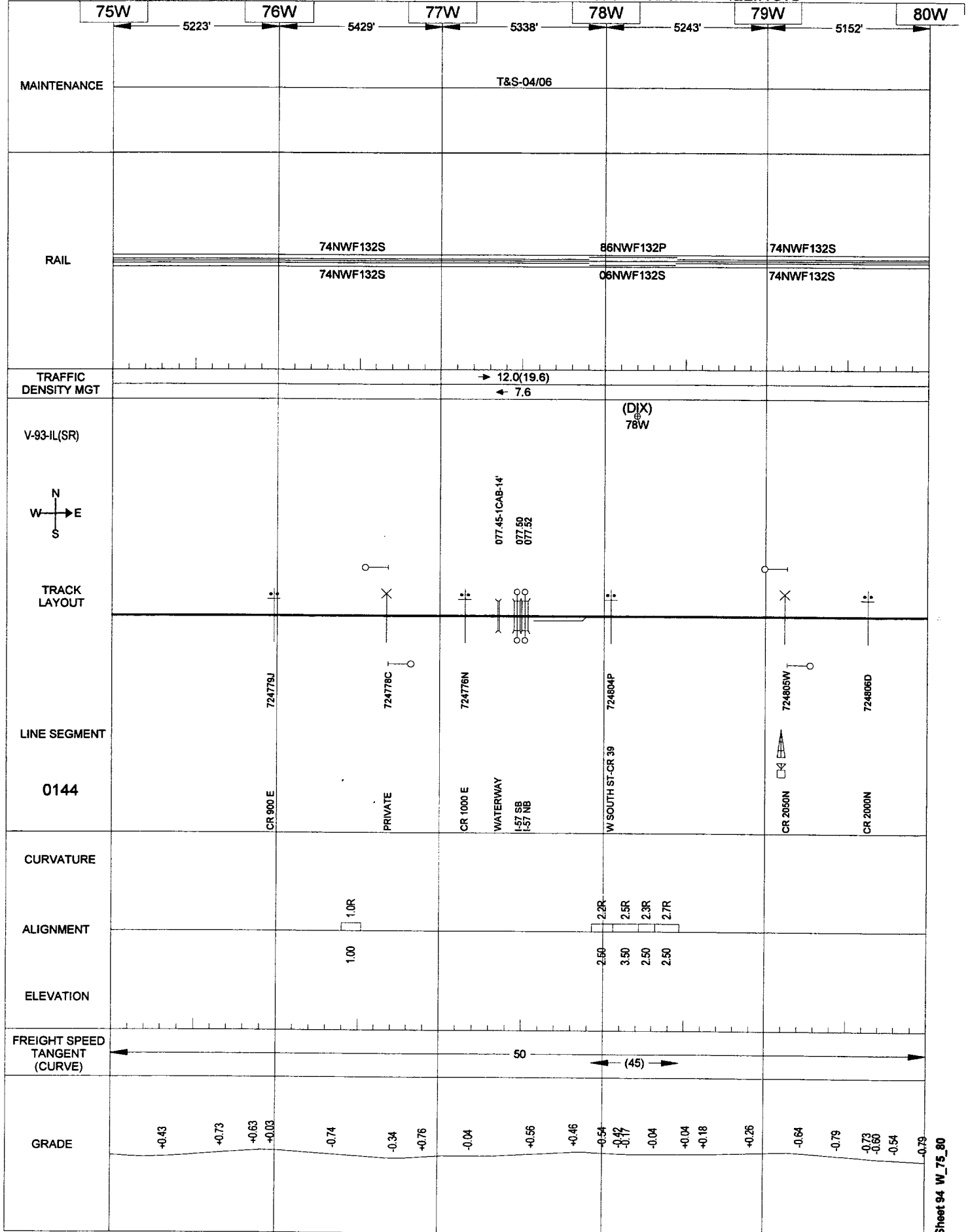
03/03/2008

SOUTHERN WEST

206

E ST LOUIS-PRINCETON

ILLINOIS



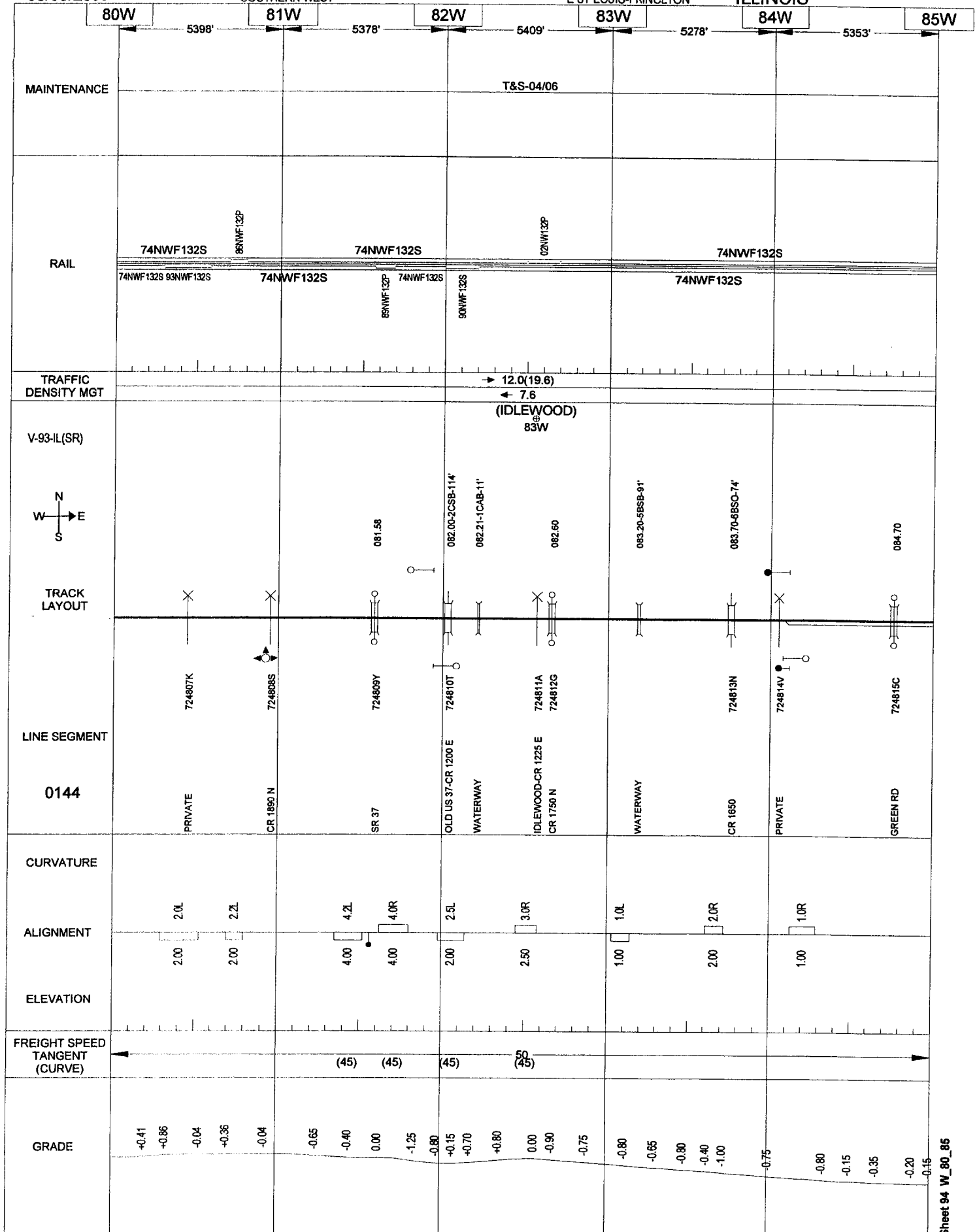
03/03/2008

SOUTHERN WEST

207

E ST LOUIS-PRINCETON

ILLINOIS



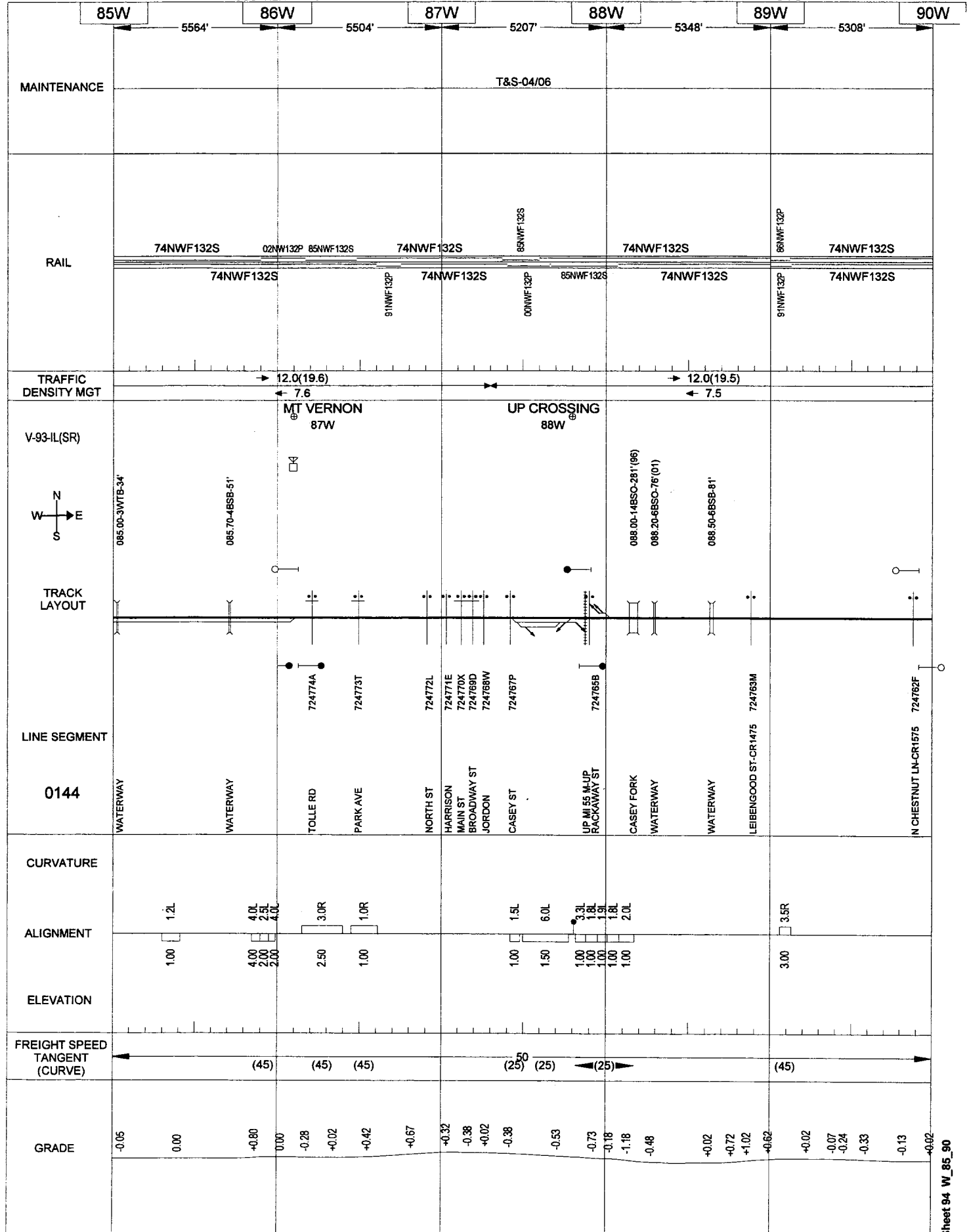
03/03/2008

208

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



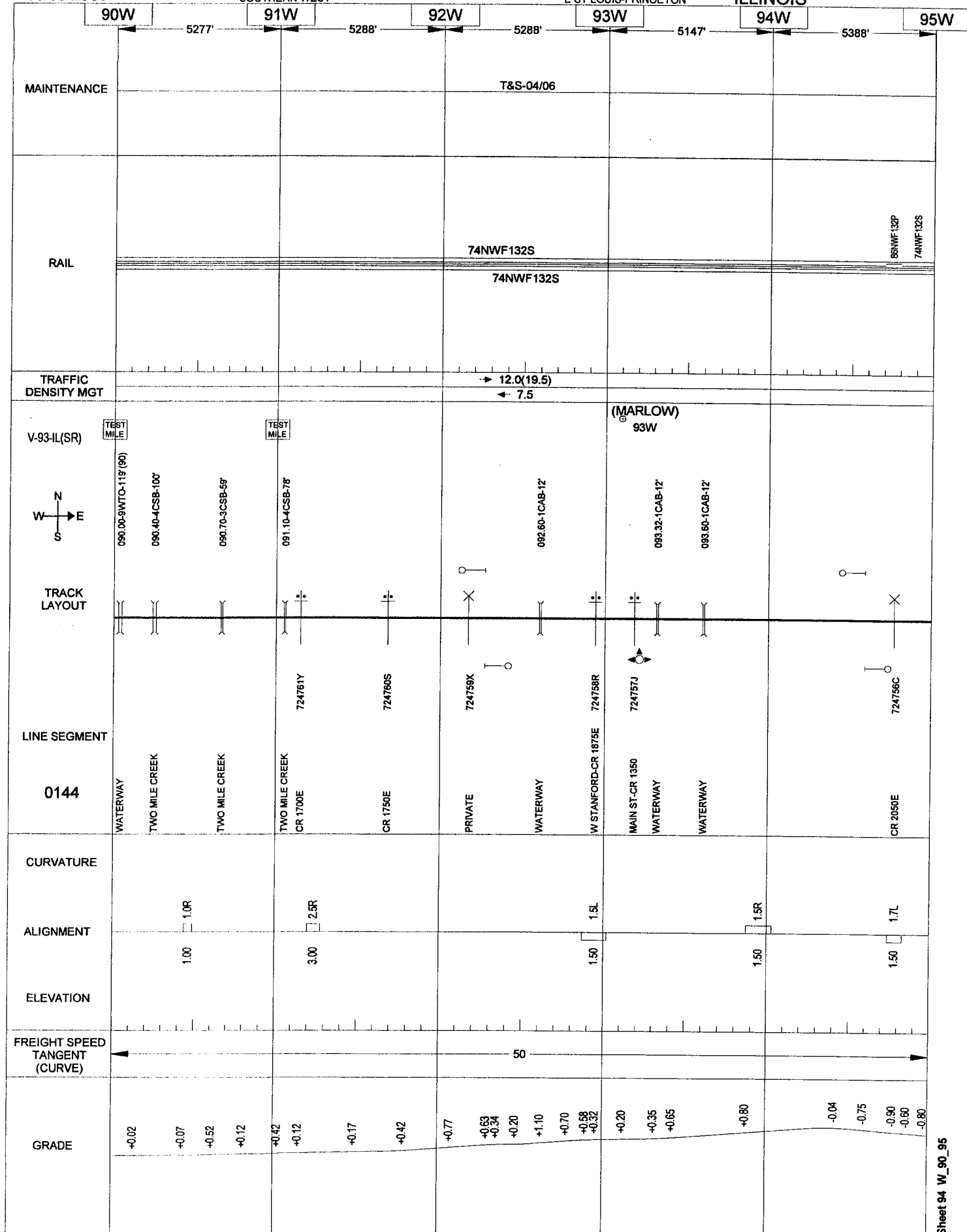
03/03/2008

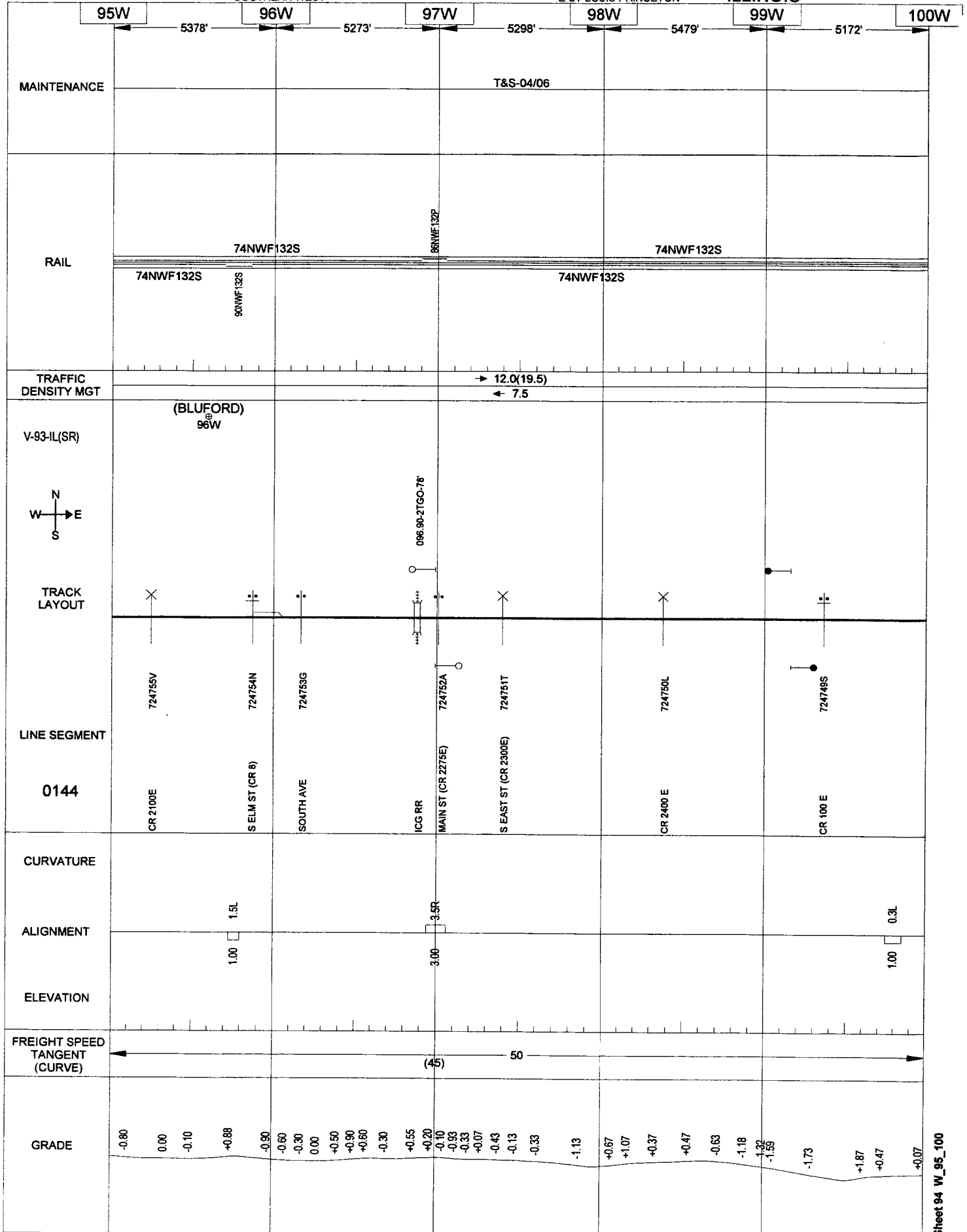
SOUTHERN WEST

209

E ST LOUIS-PRINCETON

ILLINOIS





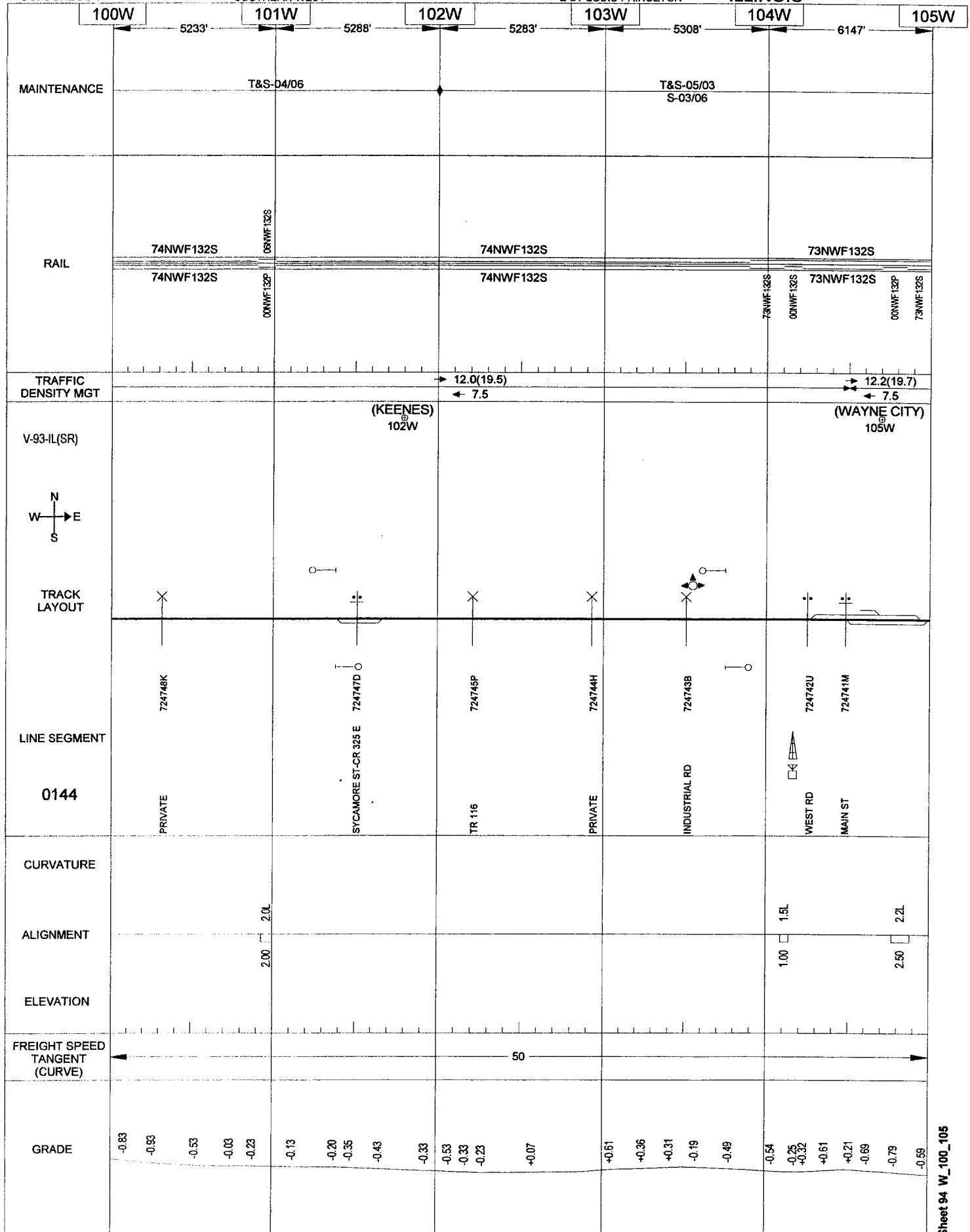
03/03/2008

211

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



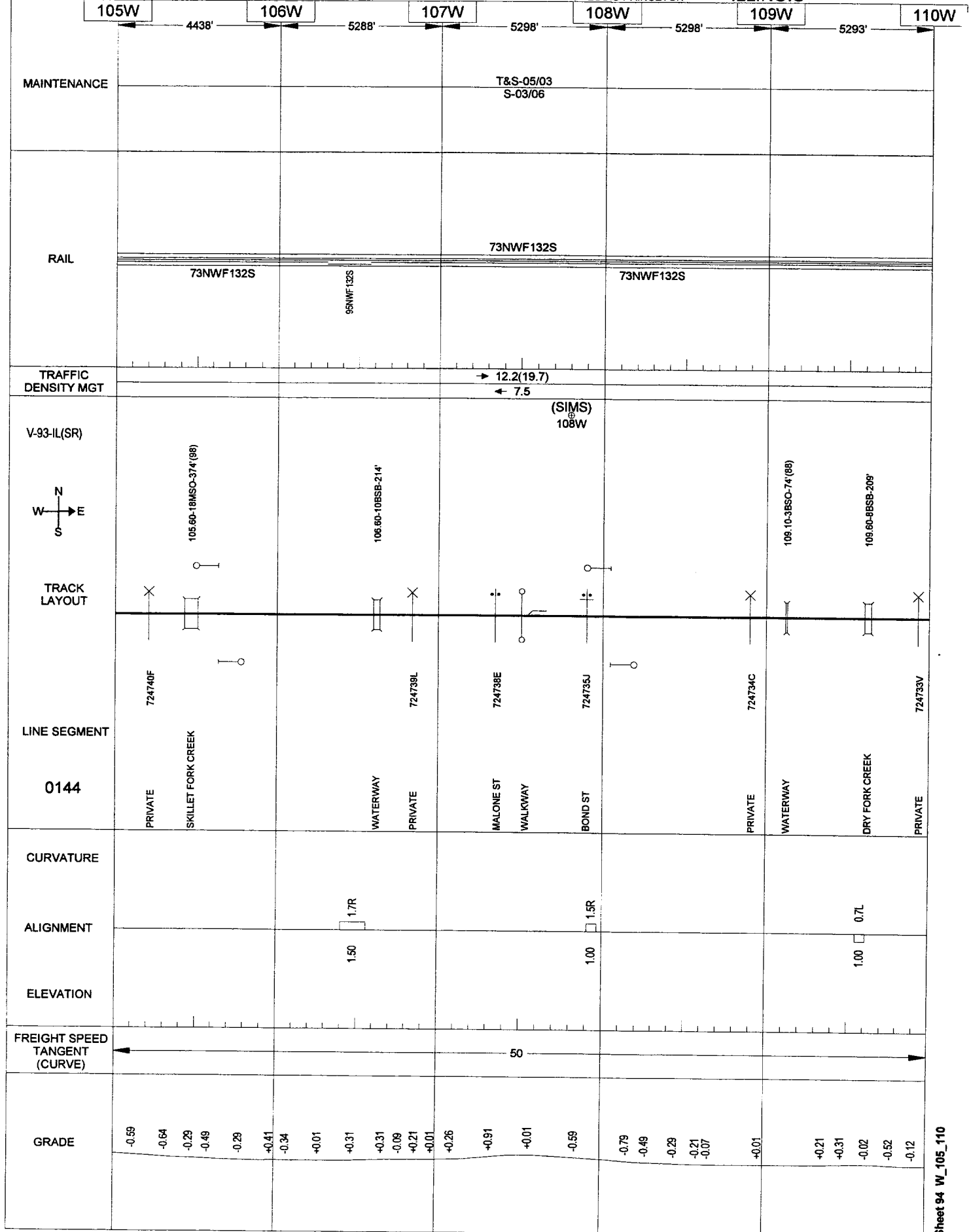
03/03/2008

212

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



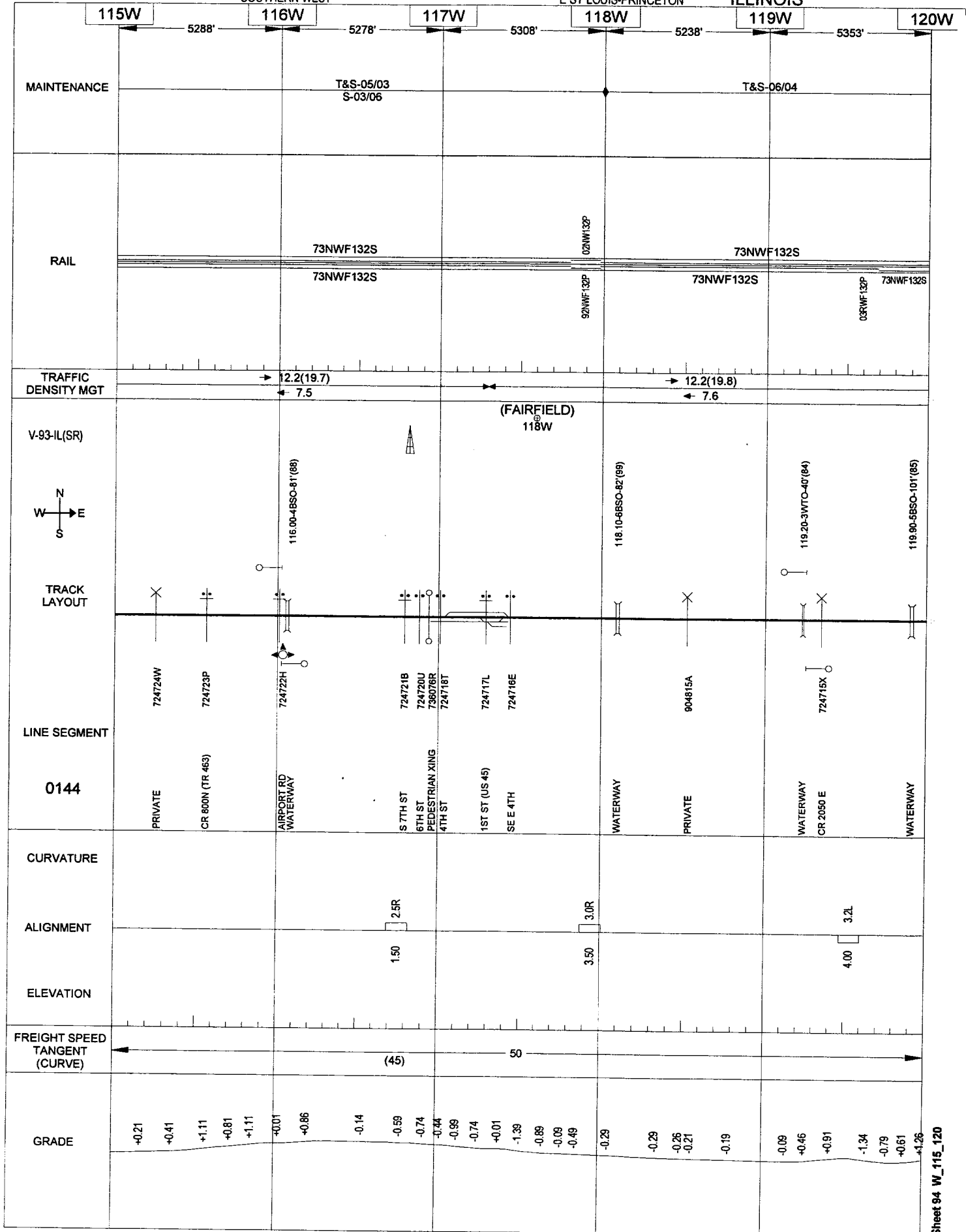
03/03/2008

214

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



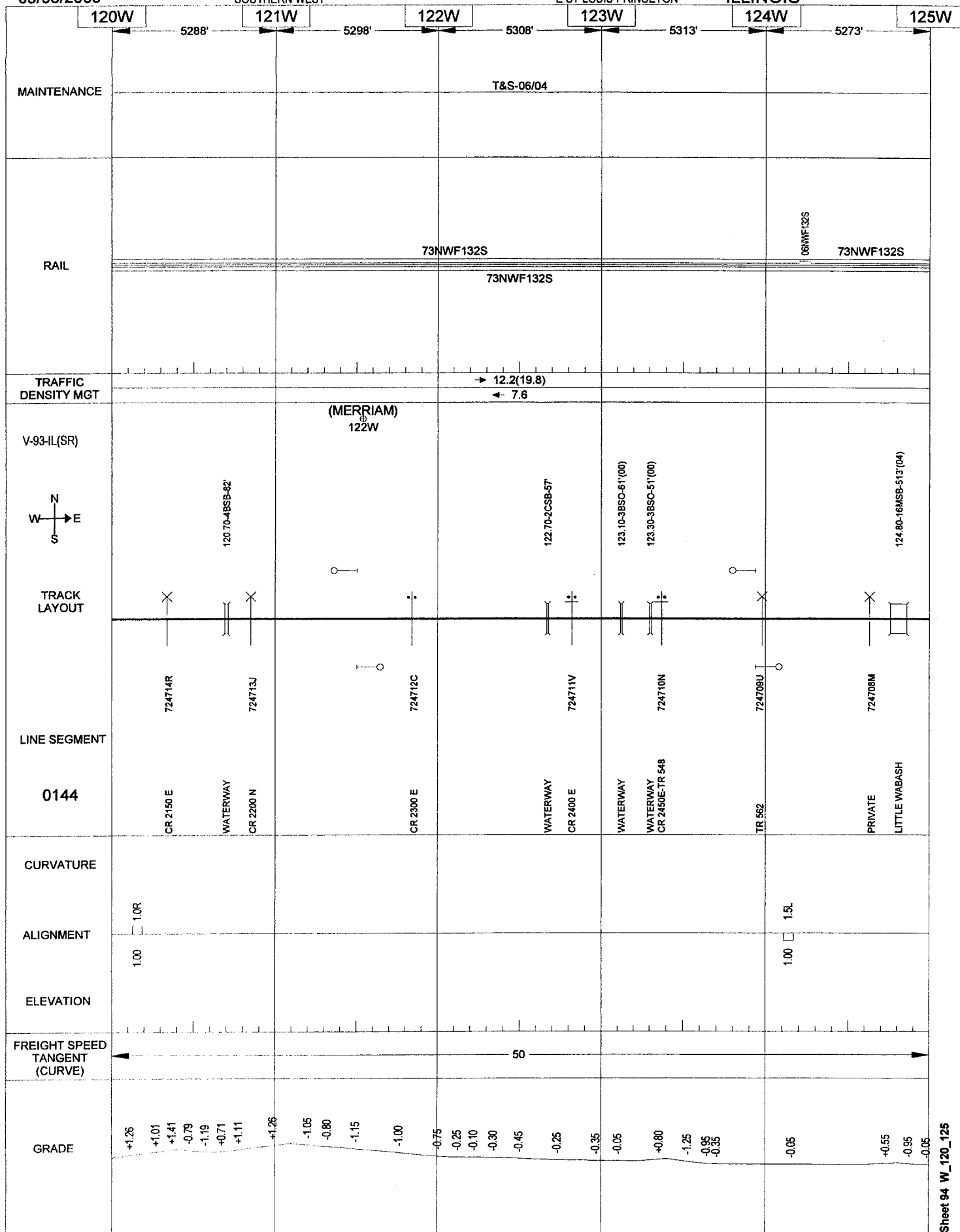
03/03/2008

215

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



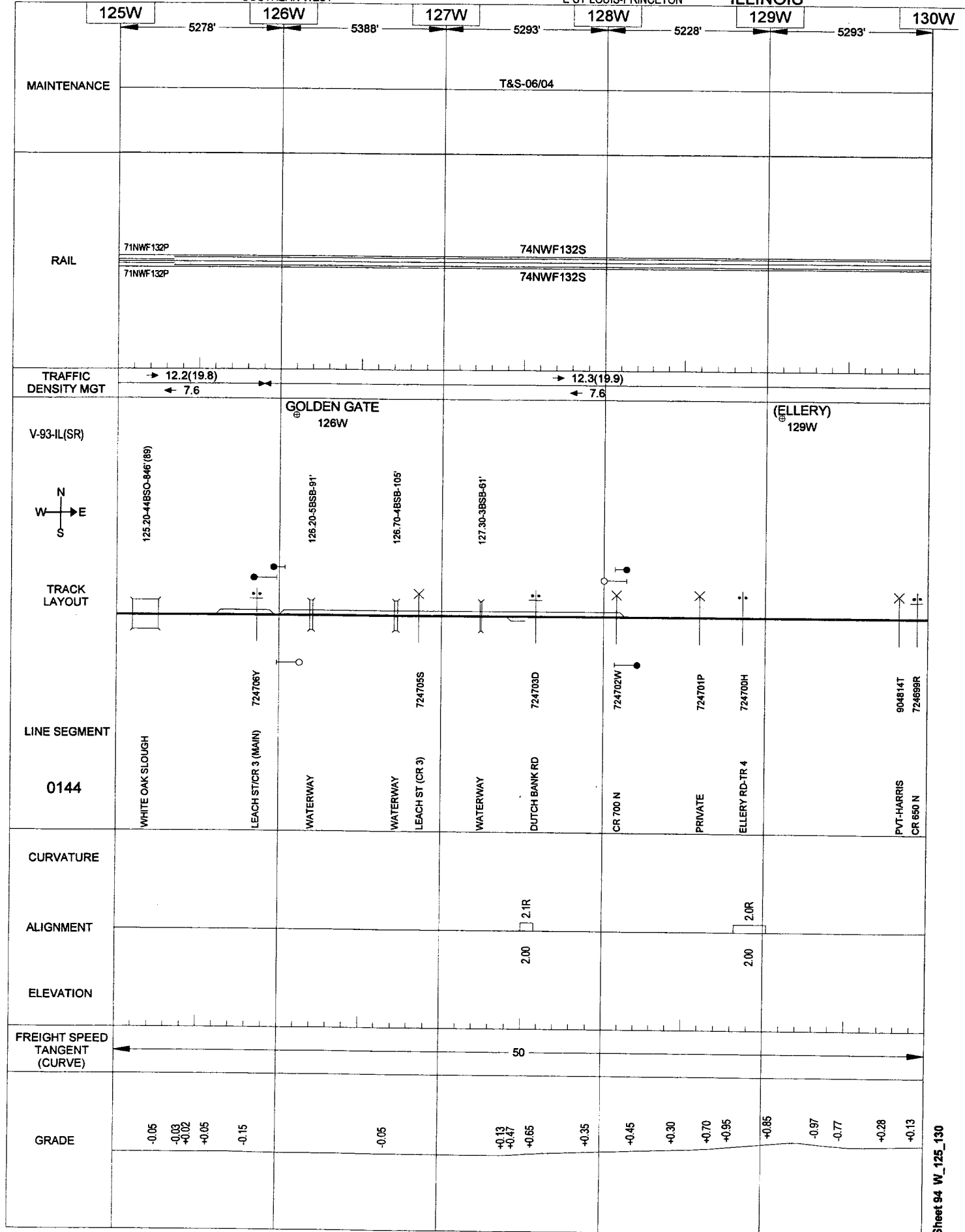
03/03/2008

216

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



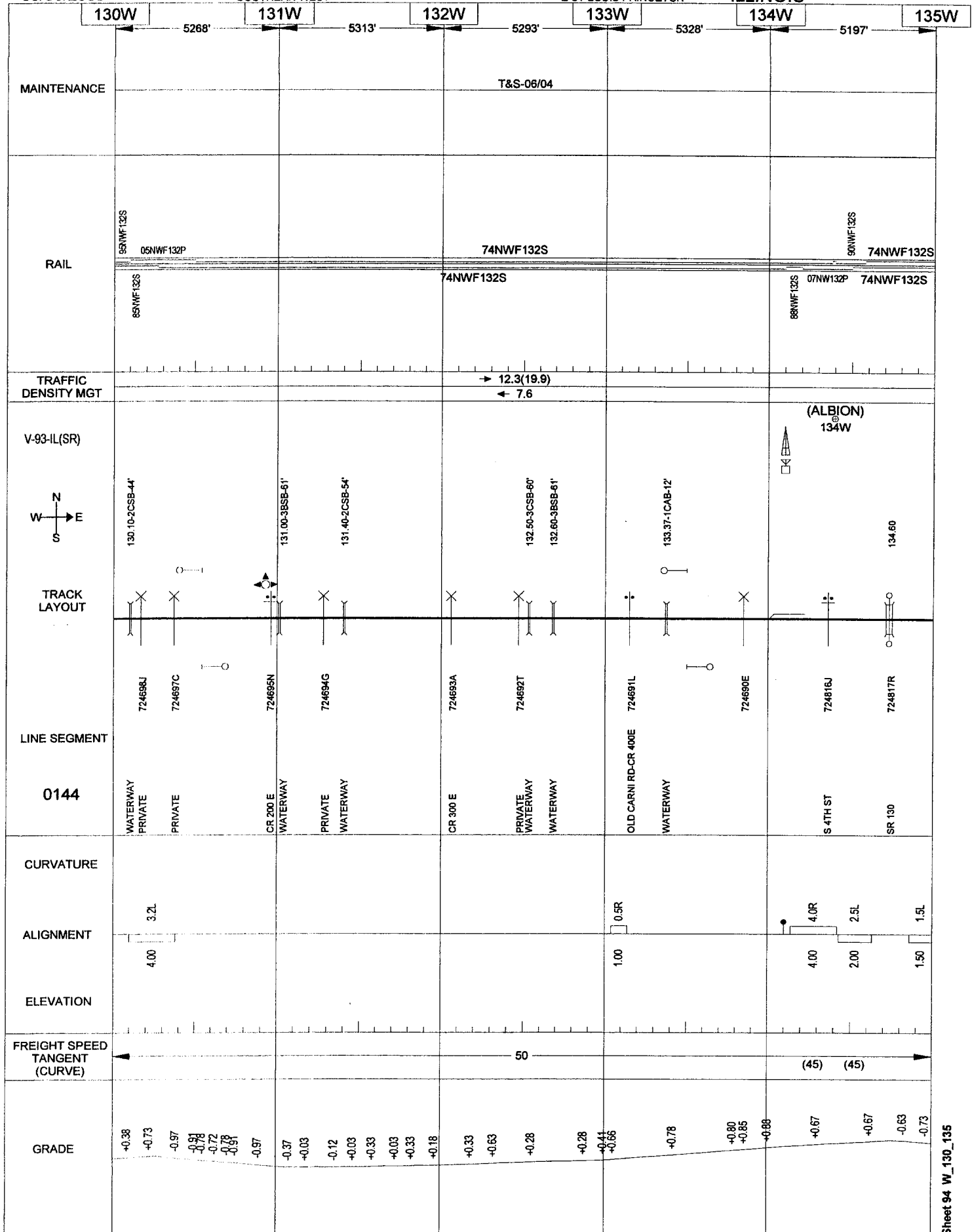
03/03/2008

SOUTHERN WEST

217

E ST LOUIS-PRINCETON

ILLINOIS



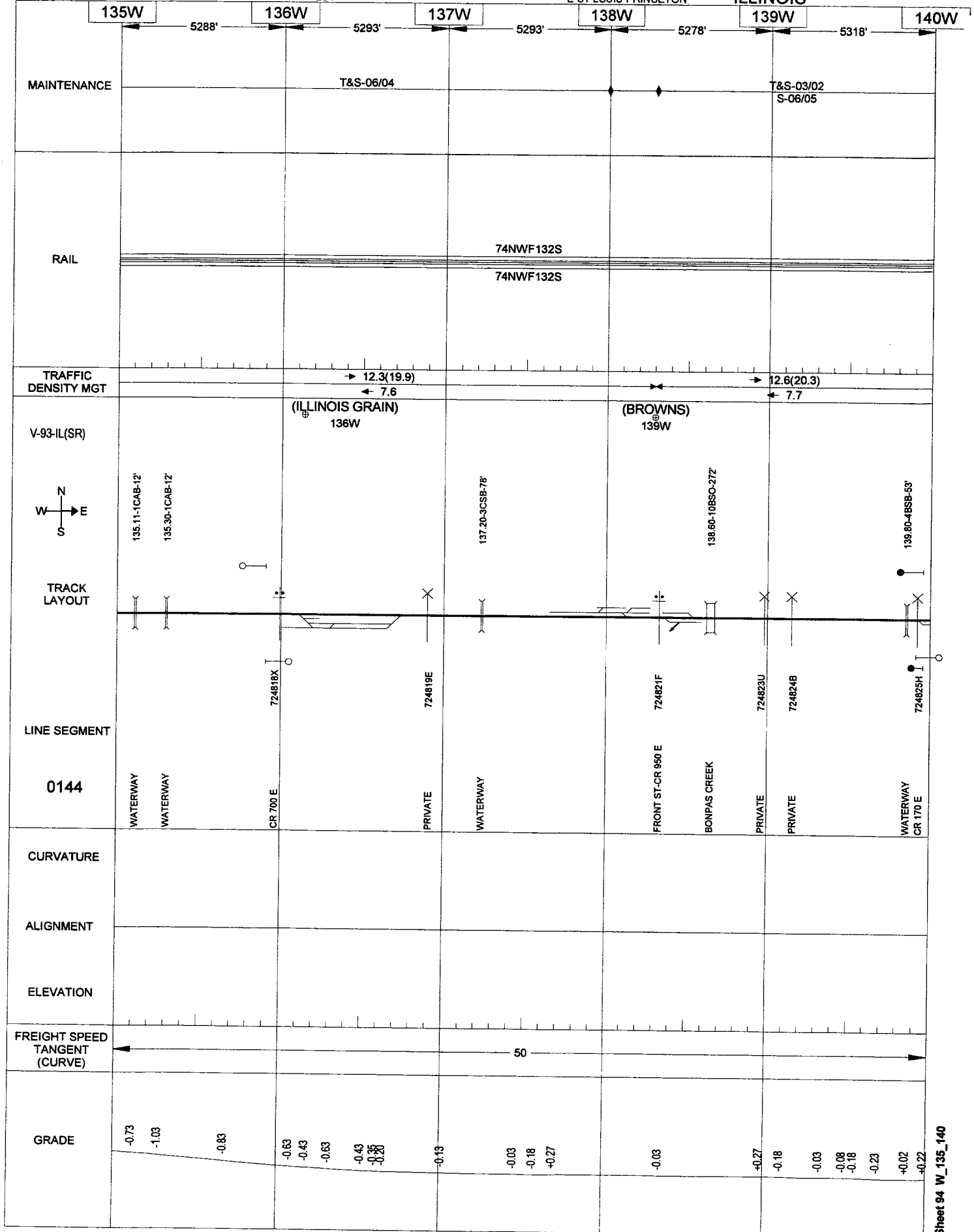
03/03/2008

SOUTHERN WEST

218

E ST LOUIS-PRINCETON

ILLINOIS



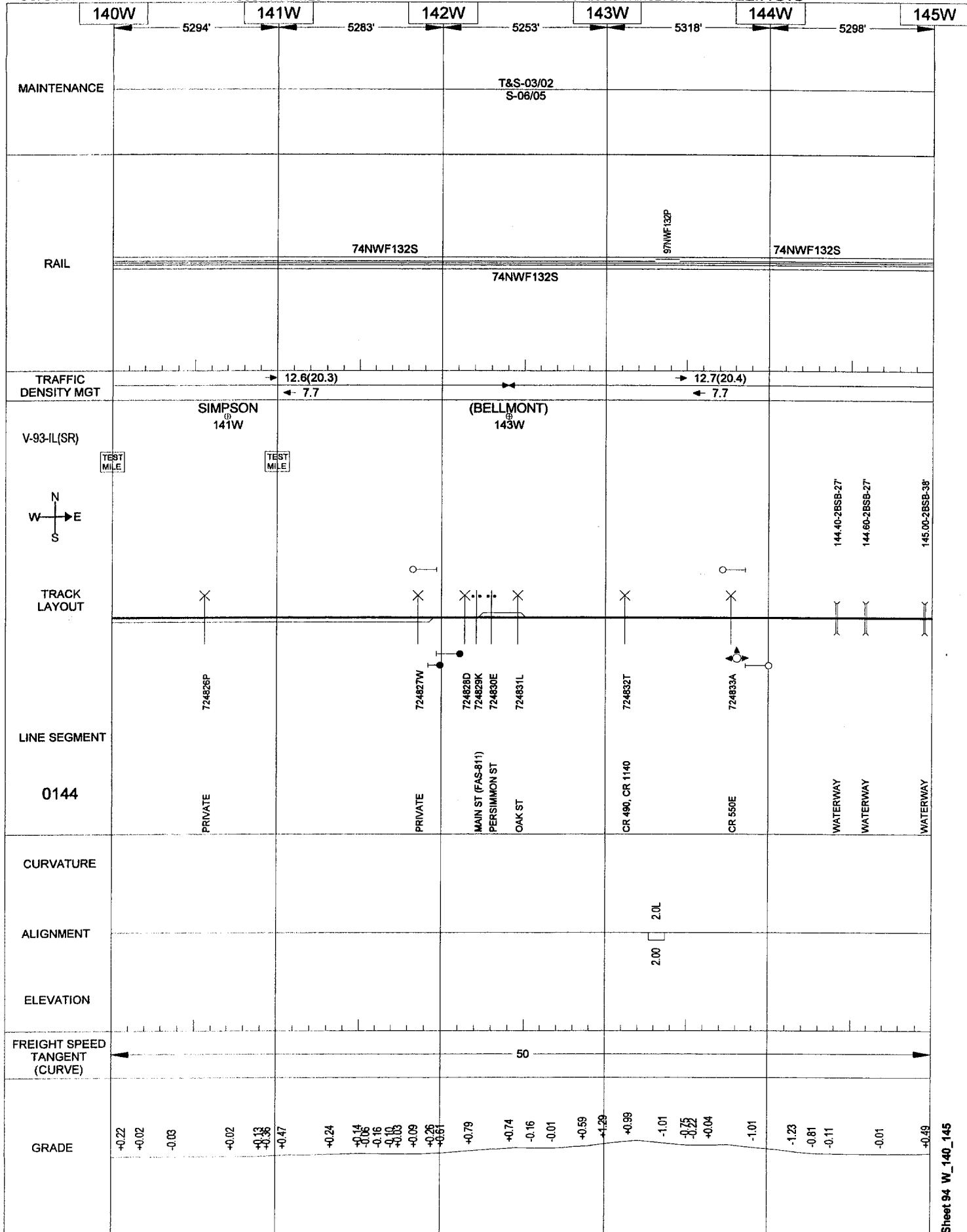
03/03/2008

219

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



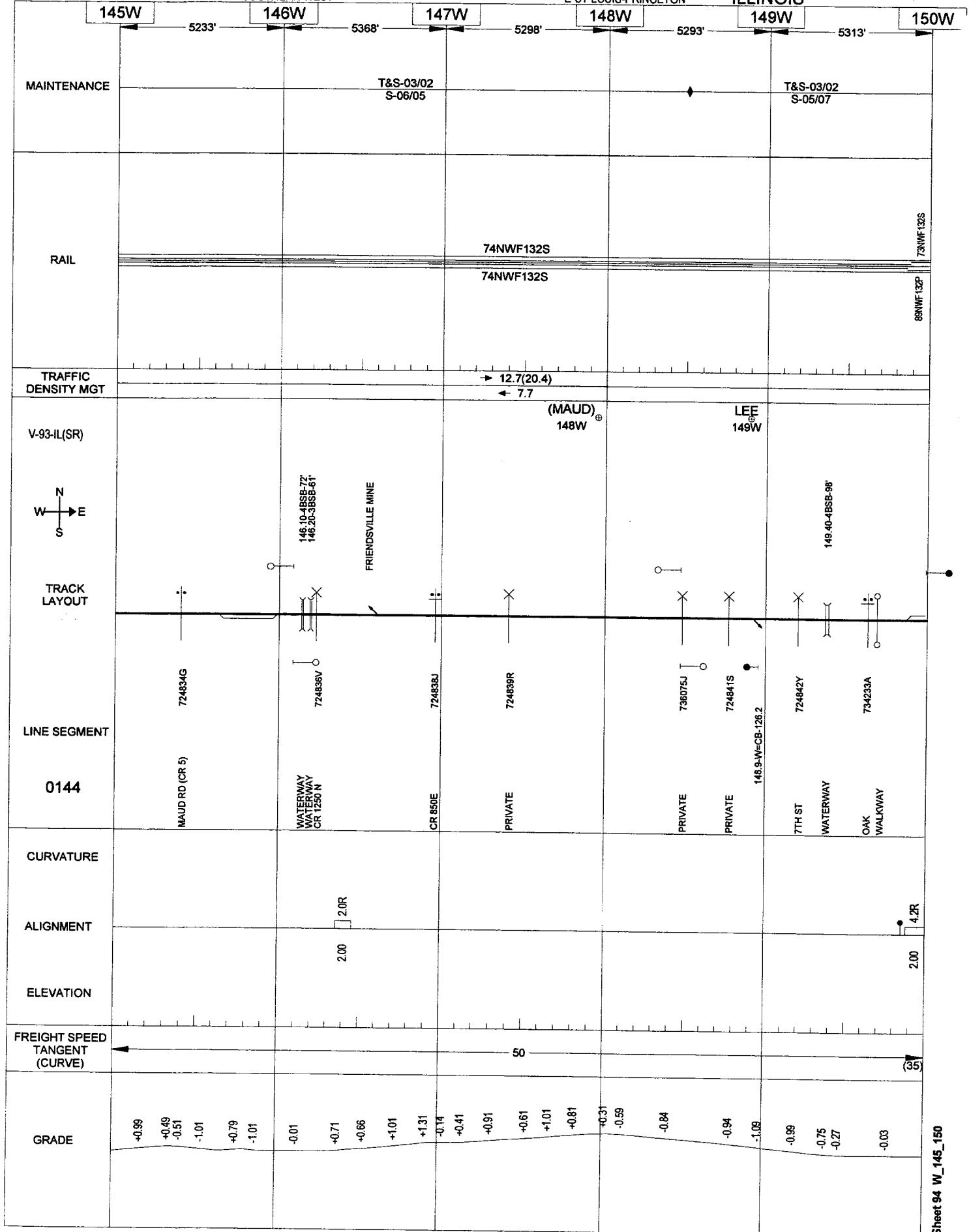
03/03/2008

SOUTHERN WEST

220

E ST LOUIS-PRINCETON

ILLINOIS



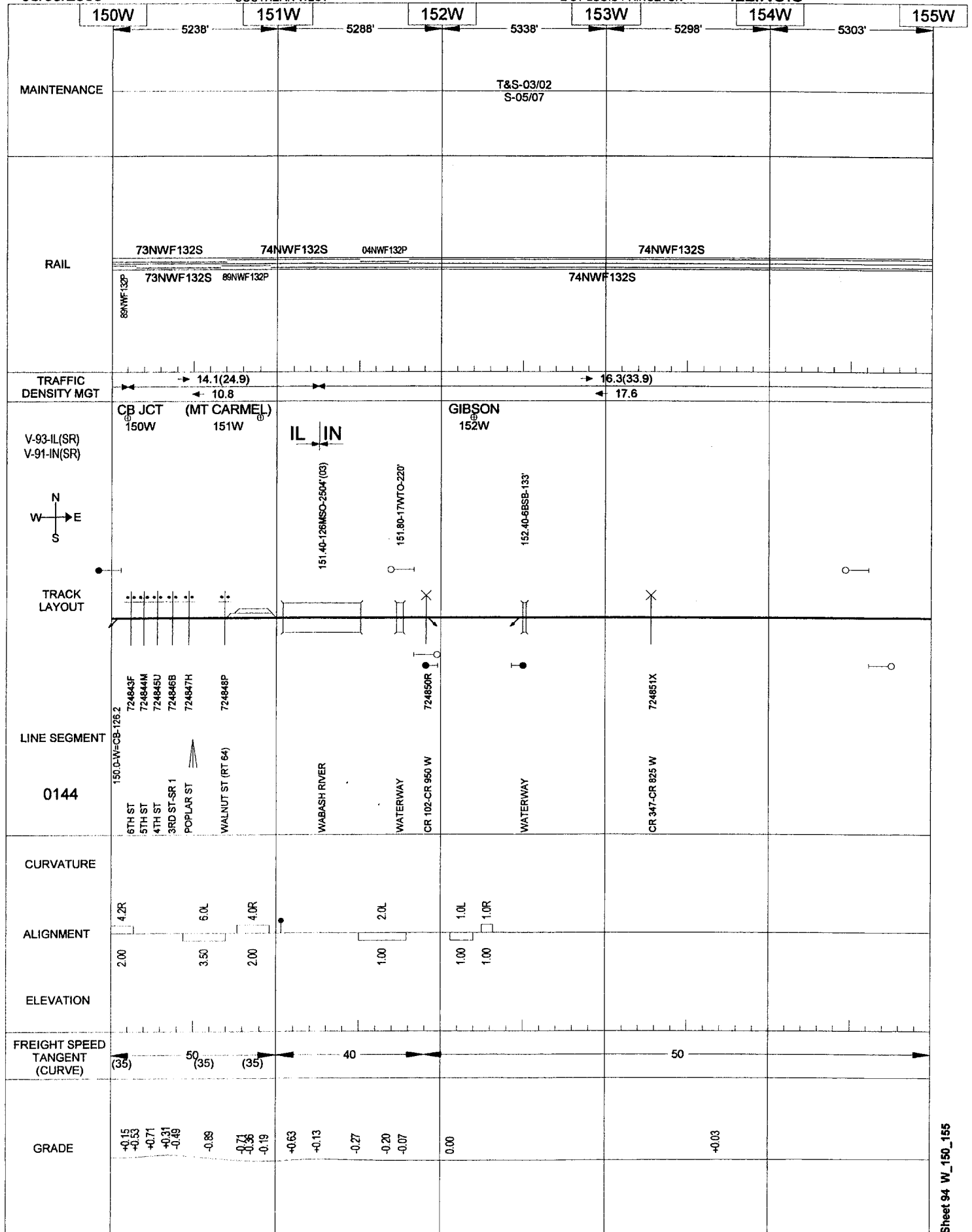
03/03/2008

221

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



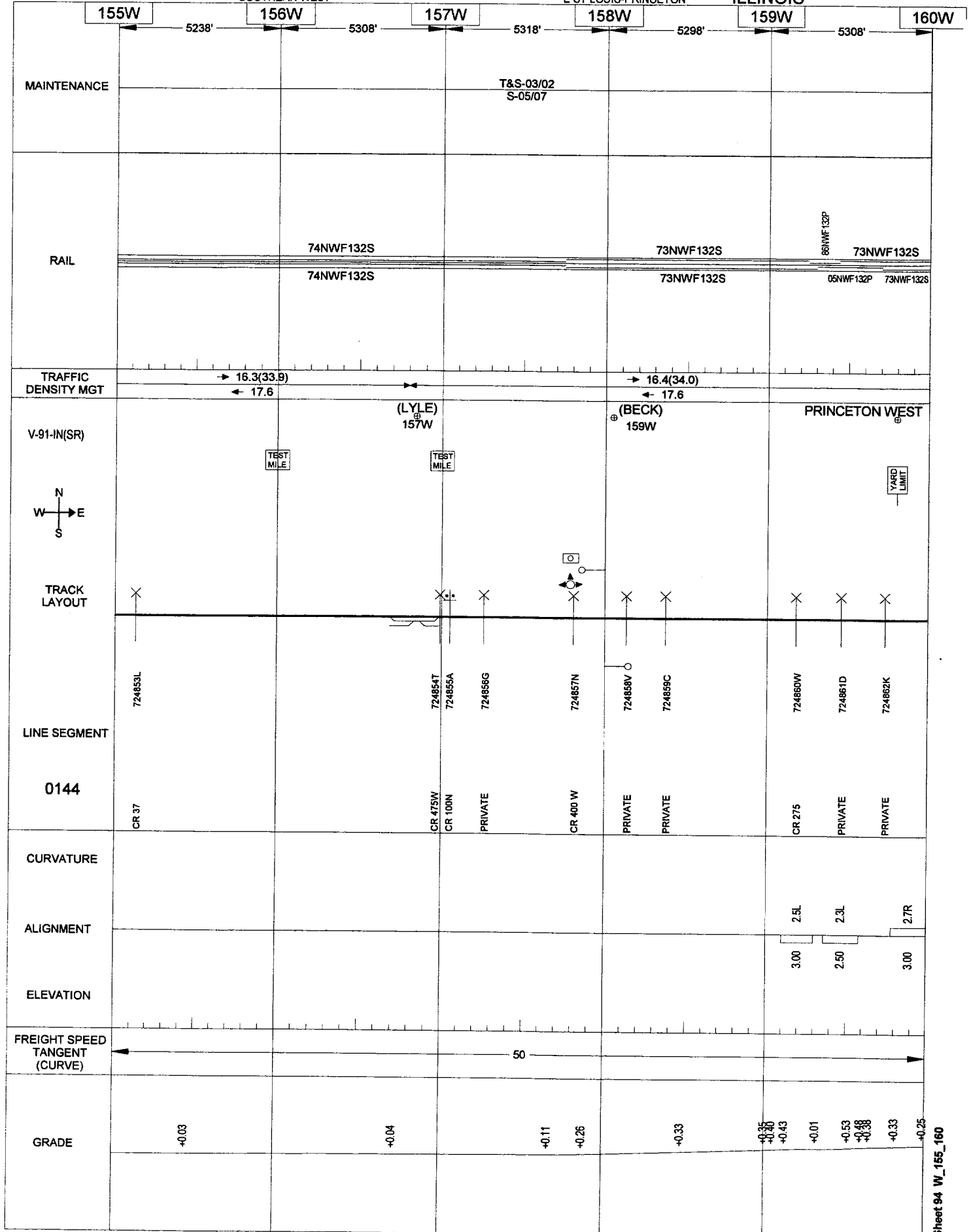
03/03/2008

222

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



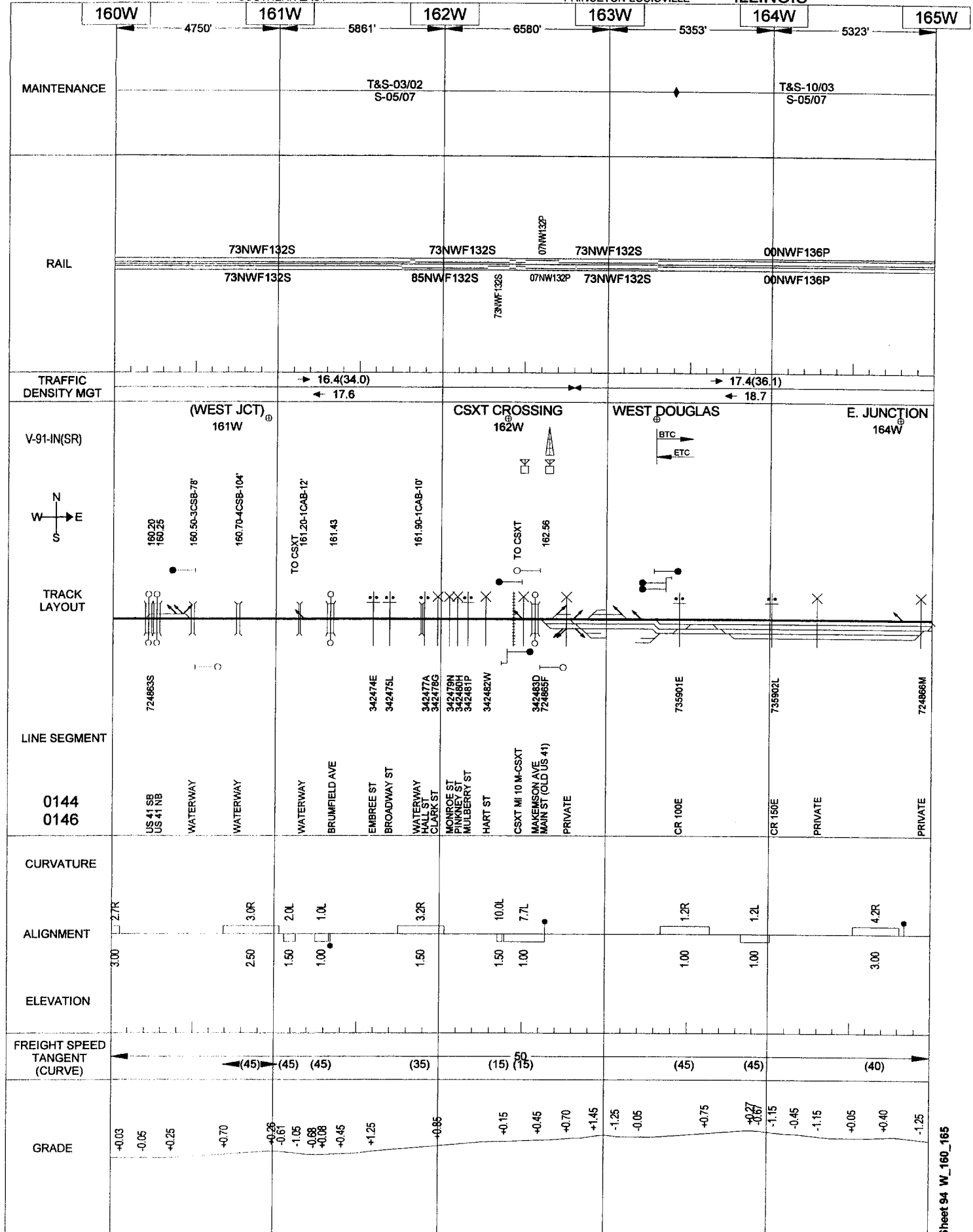
03/03/2008

223

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



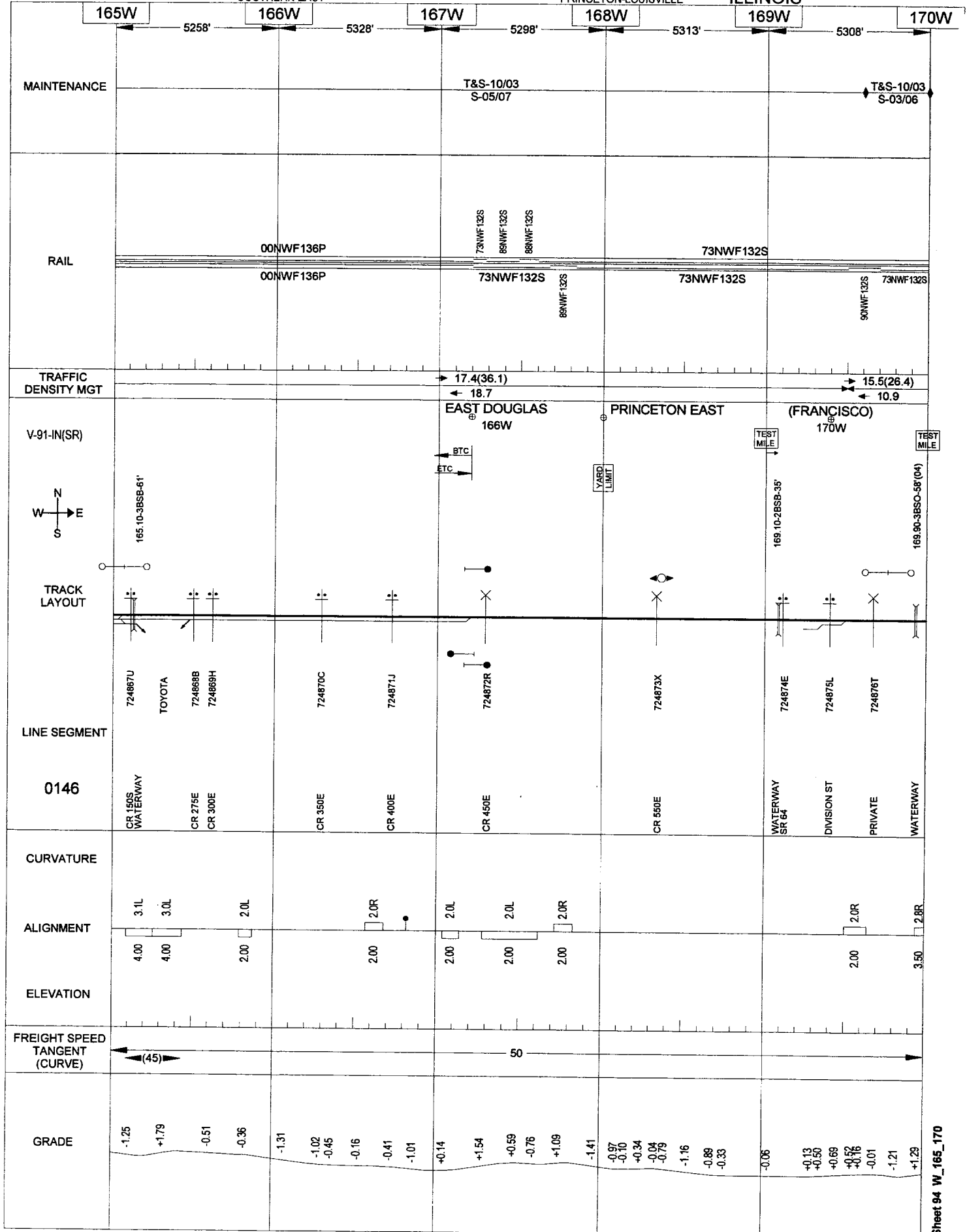
03/05/2008

224

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



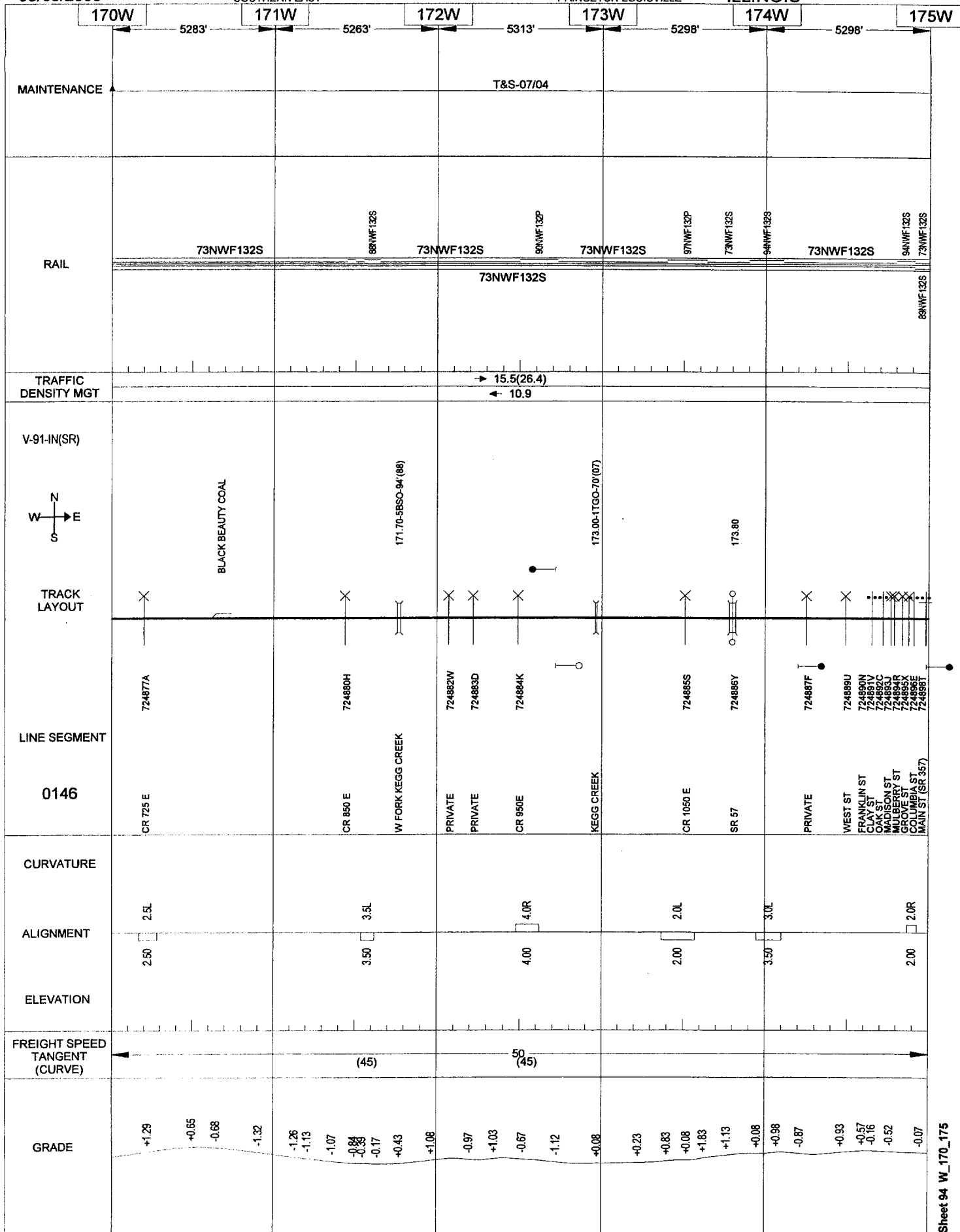
03/03/2008

225

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



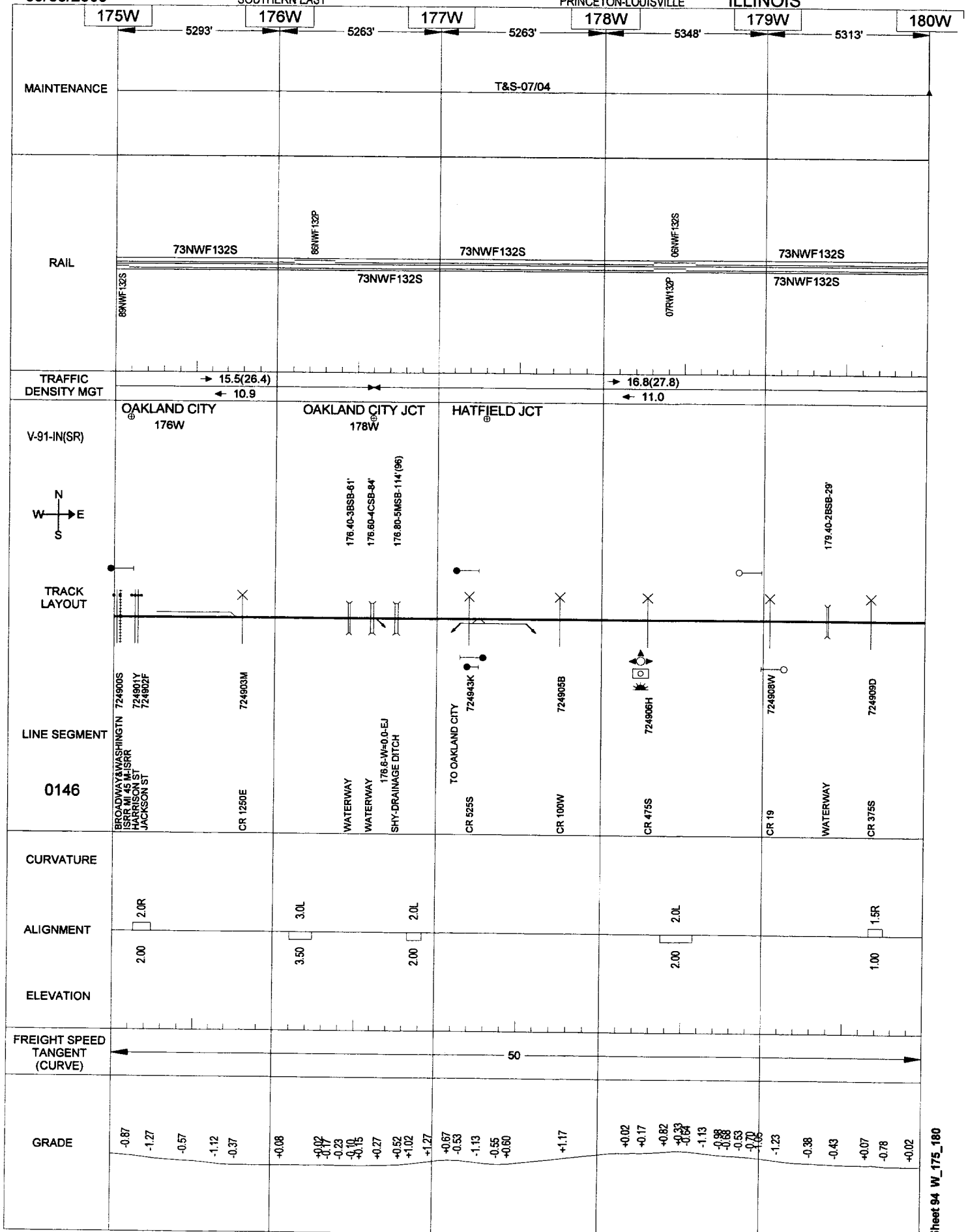
03/03/2008

226

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



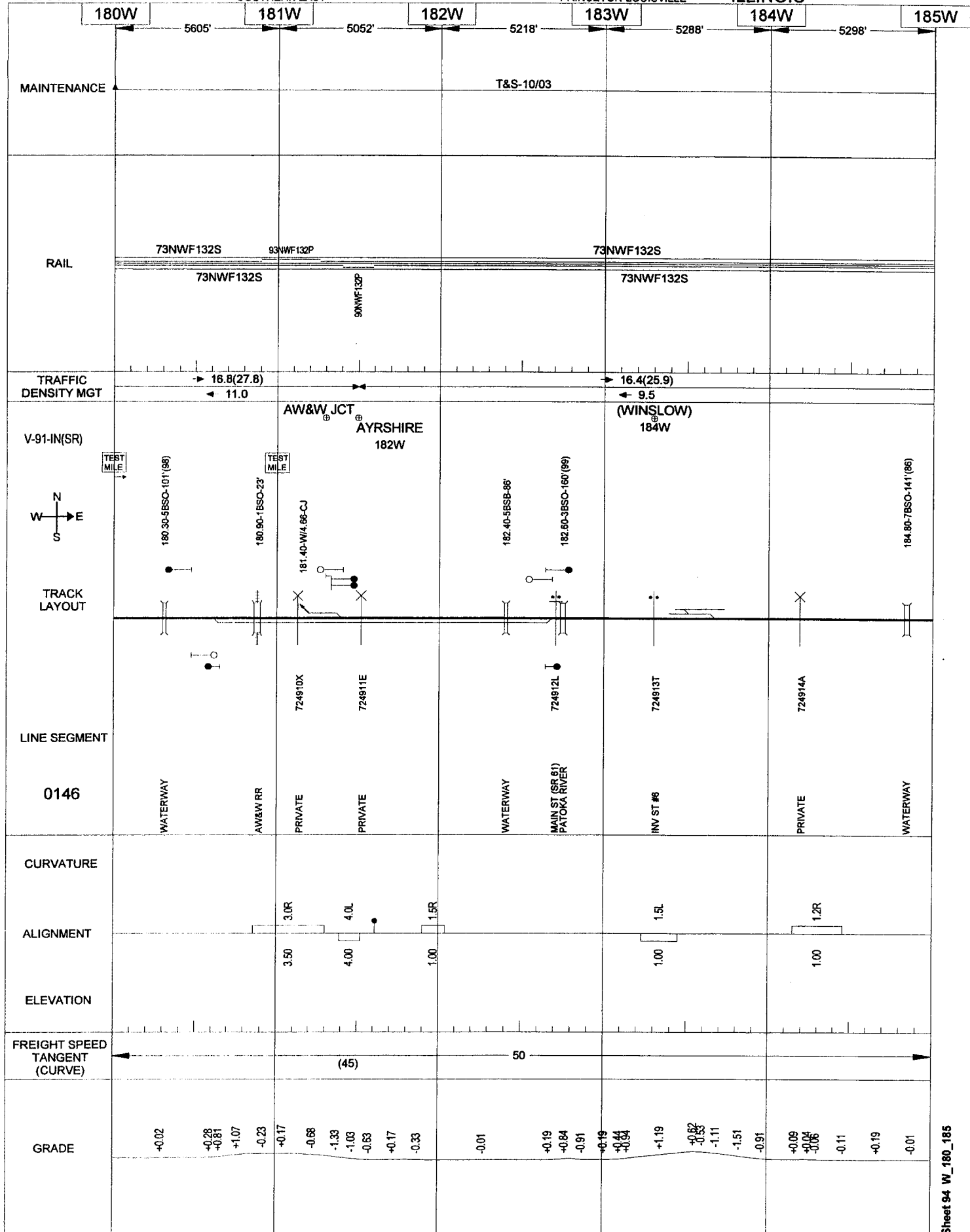
03/03/2008

SOUTHERN EAST

227

PRINCETON-LOUISVILLE

ILLINOIS



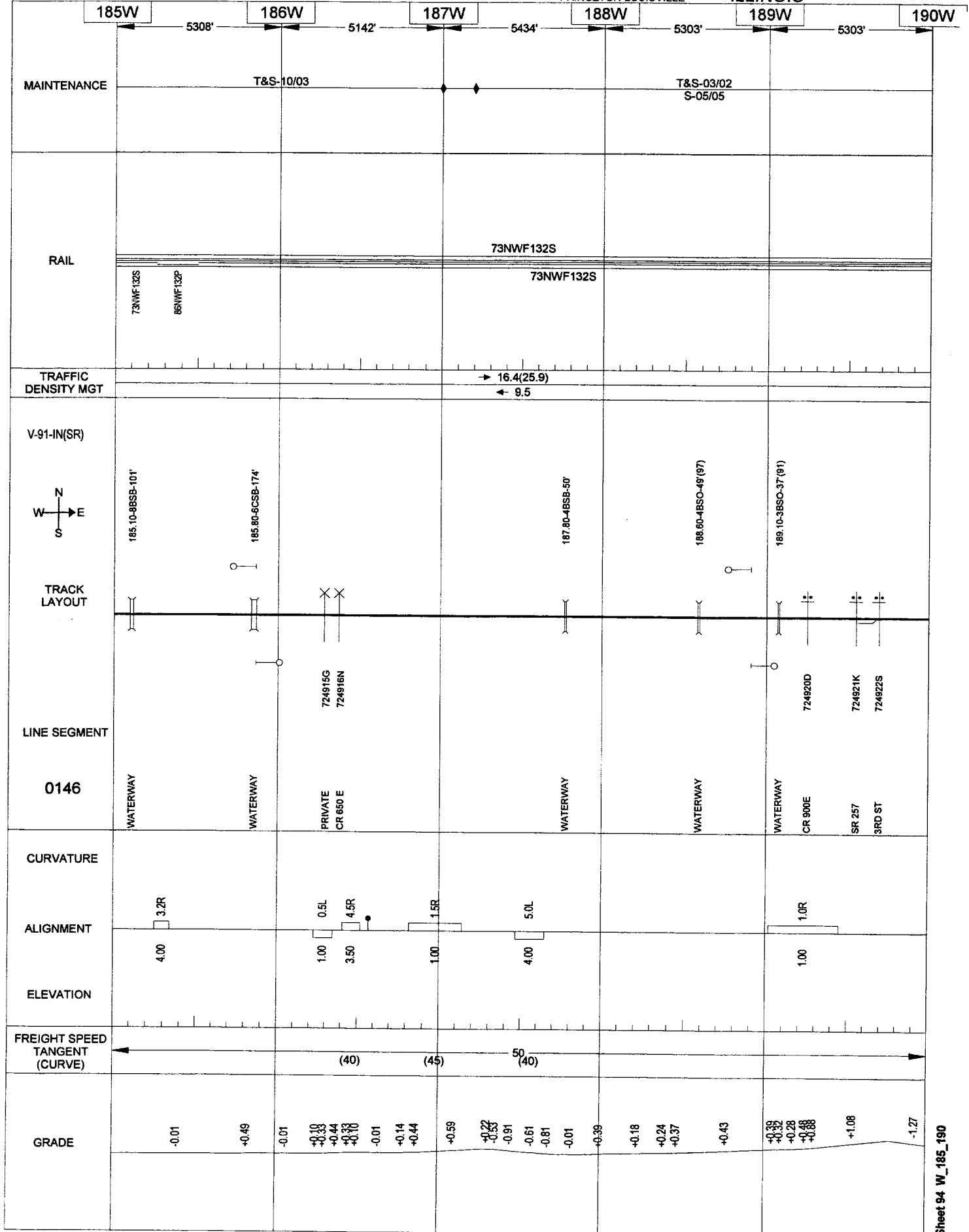
03/03/2008

228

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



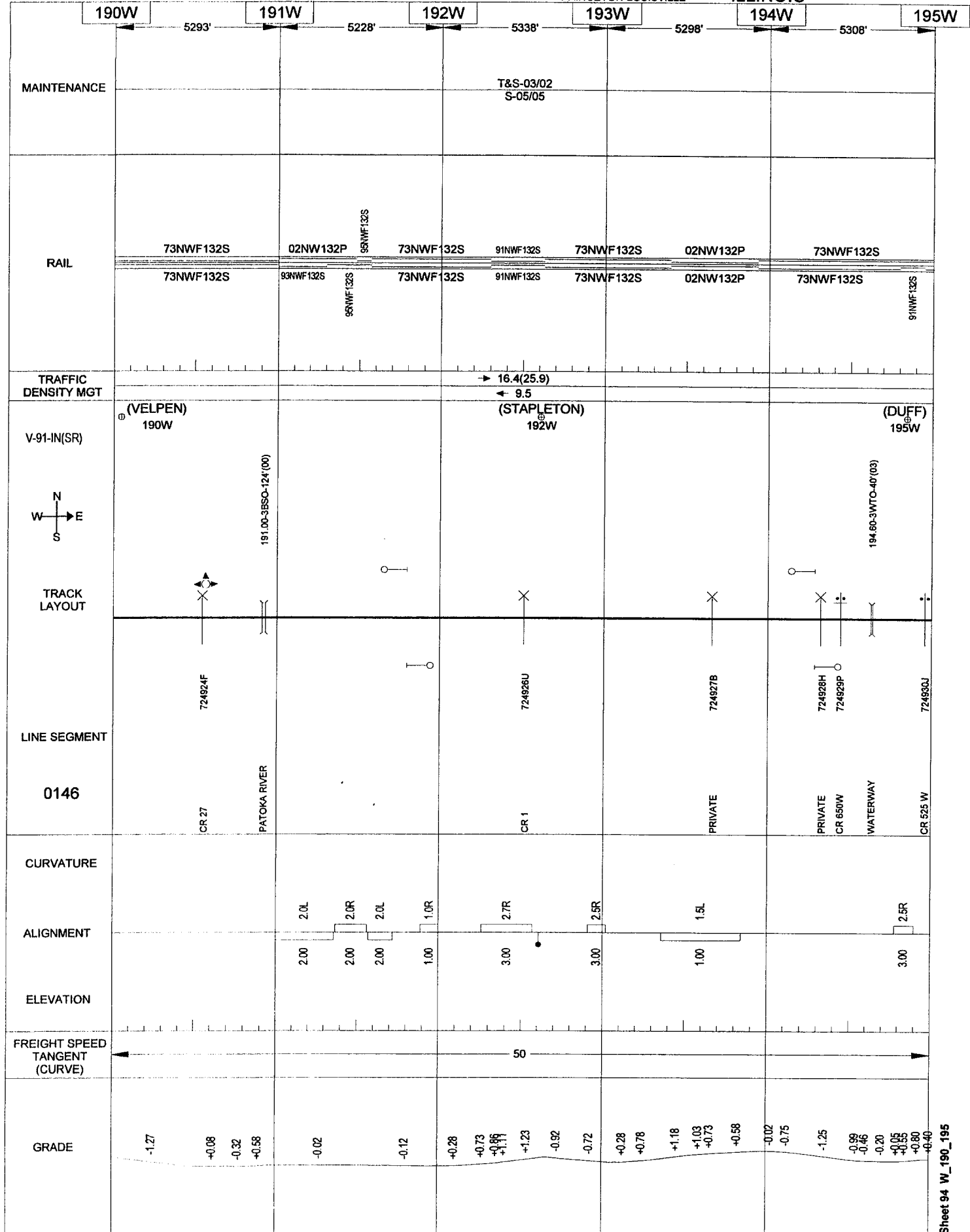
03/03/2008

SOUTHERN EAST

229

PRINCETON-LOUISVILLE

ILLINOIS



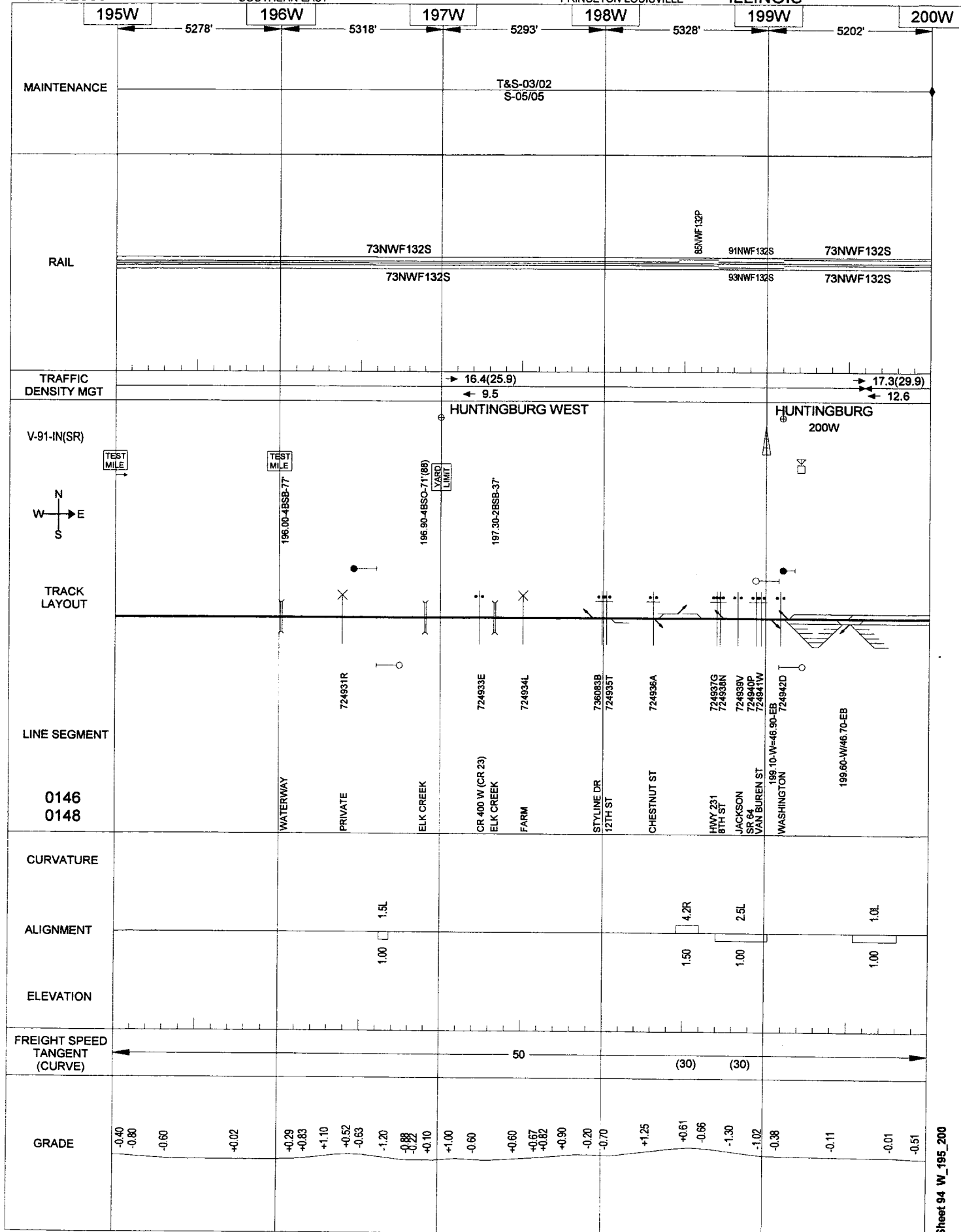
03/03/2008

230

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



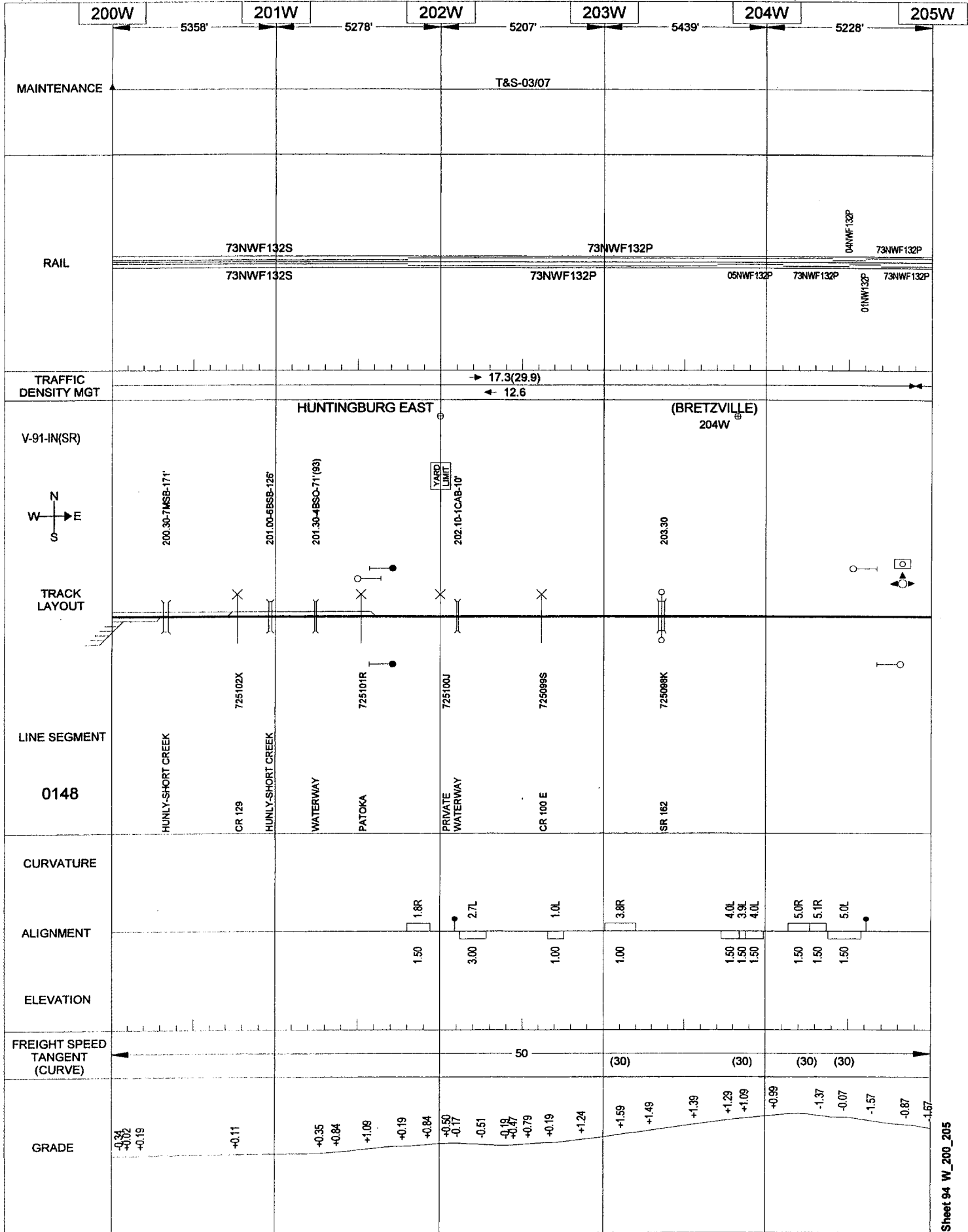
03/03/2008

SOUTHERN EAST

231

PRINCETON-LOUISVILLE

ILLINOIS



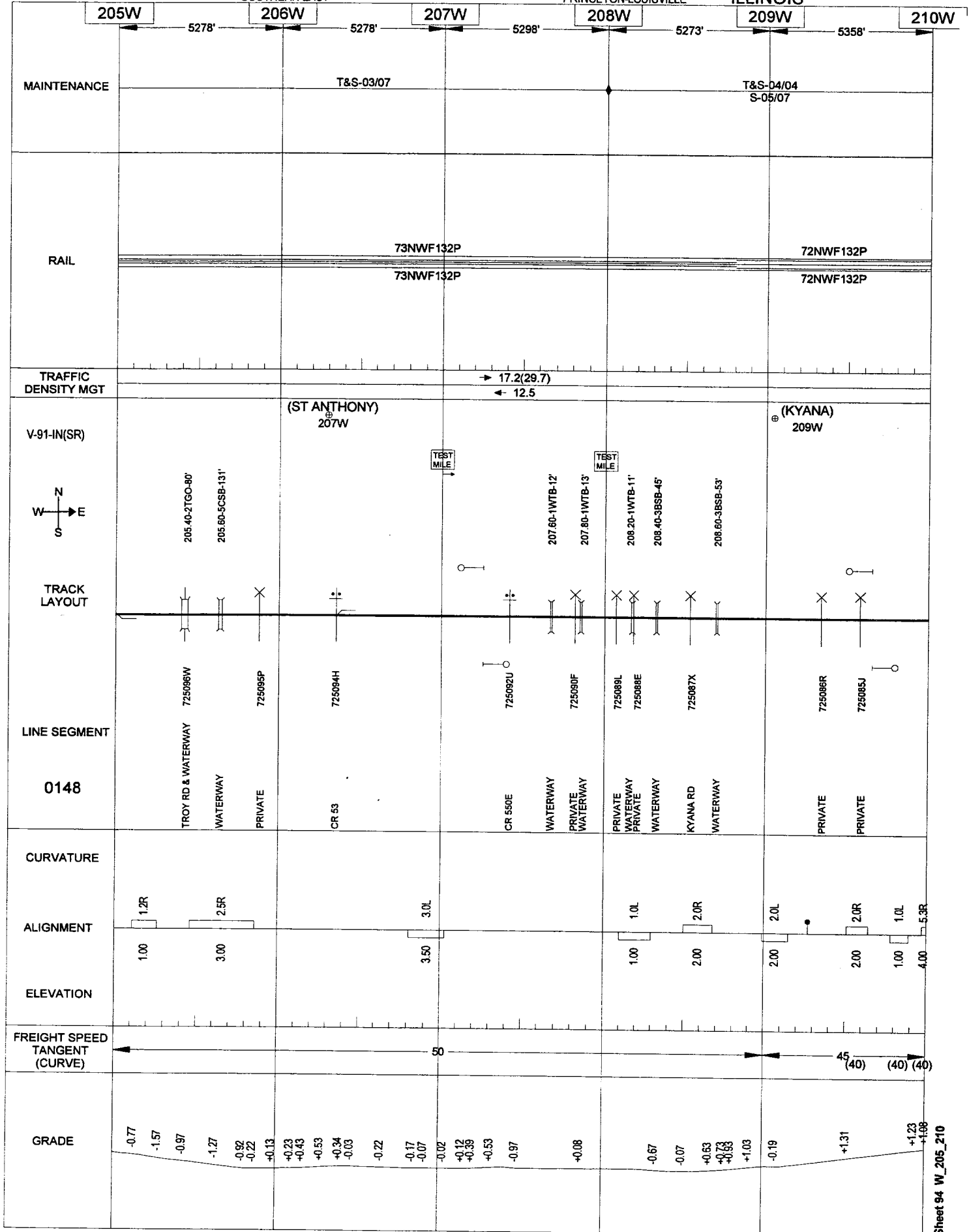
03/03/2008

232

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



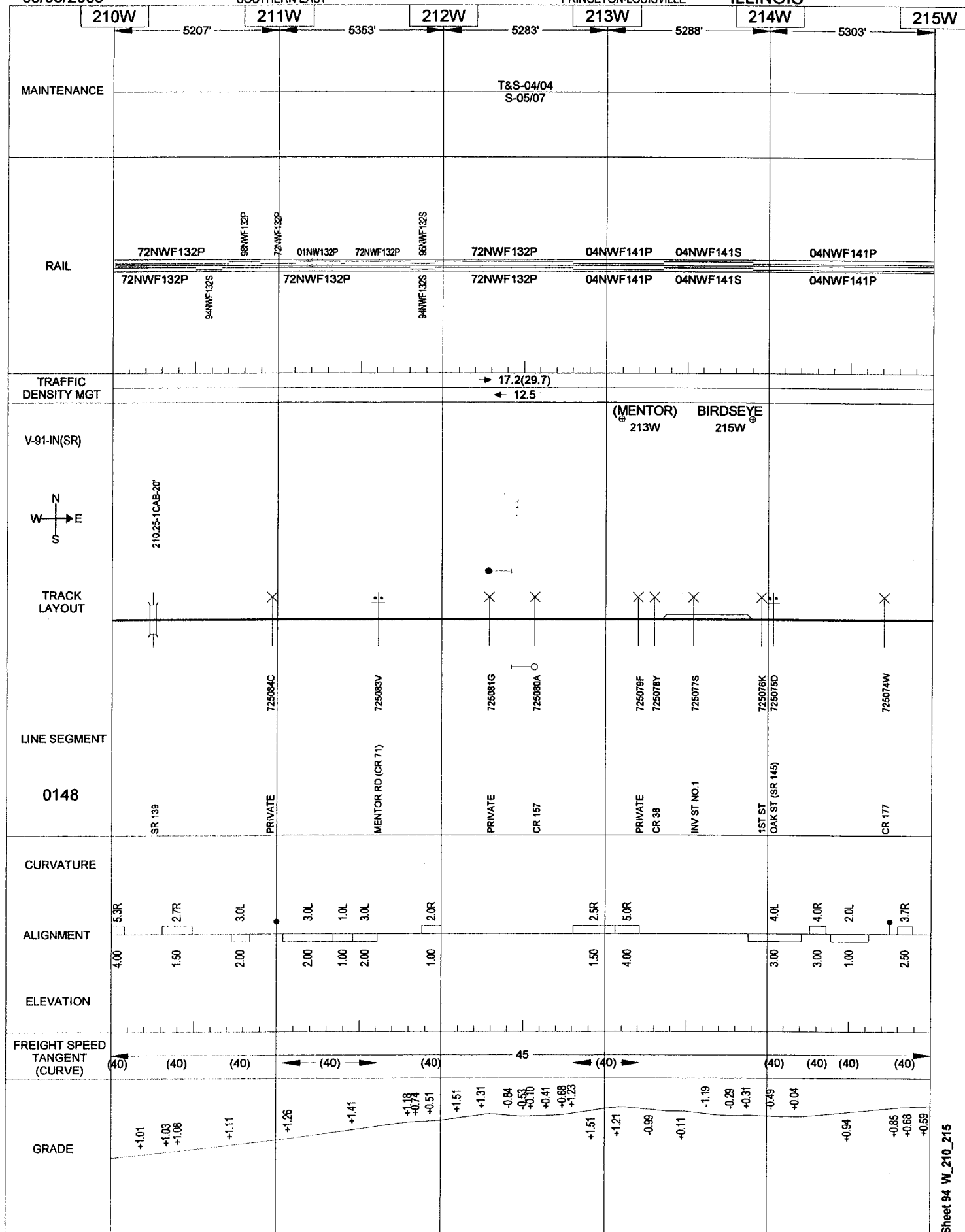
03/03/2008

233

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



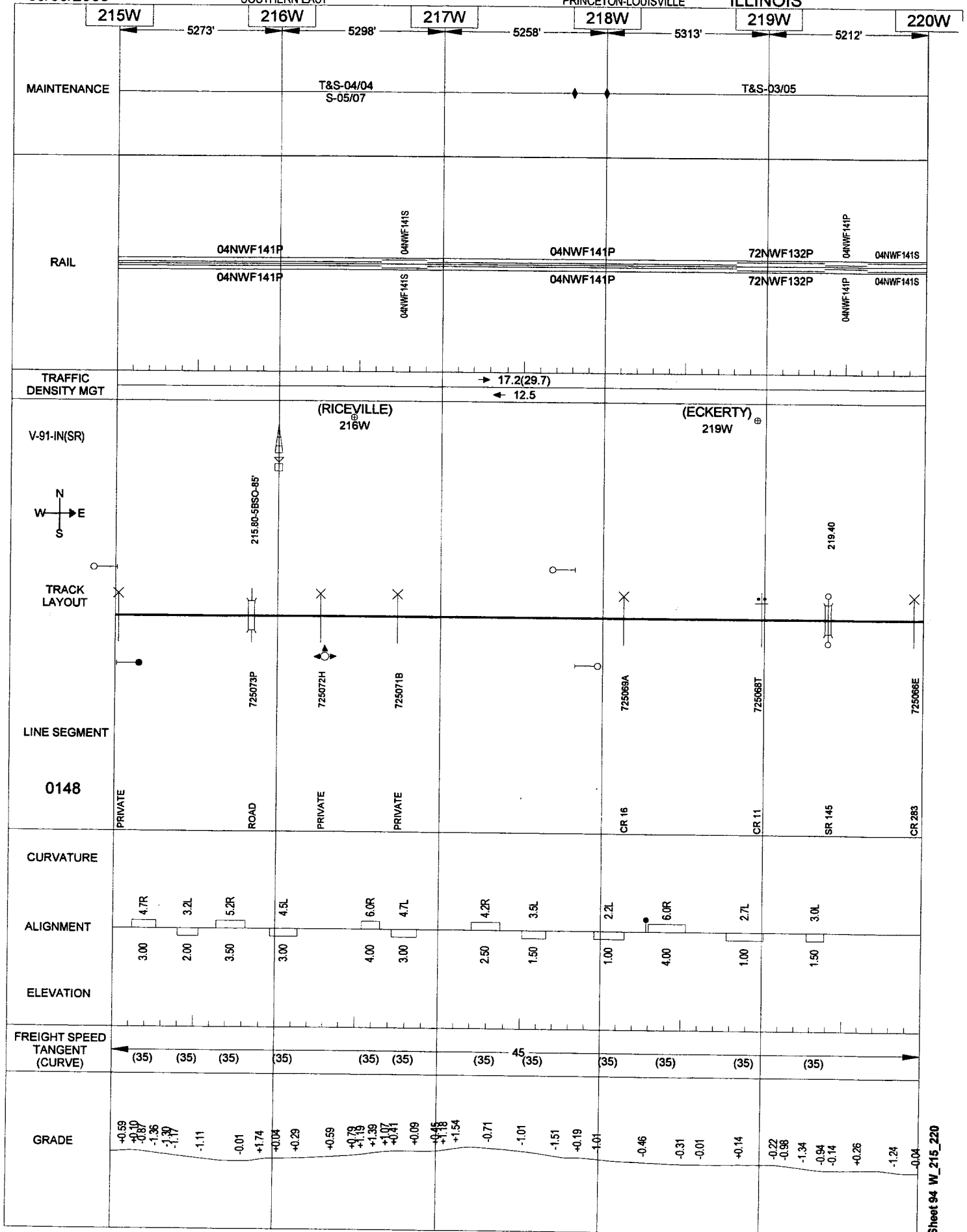
03/03/2008

234

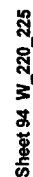
SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



ILLINOIS



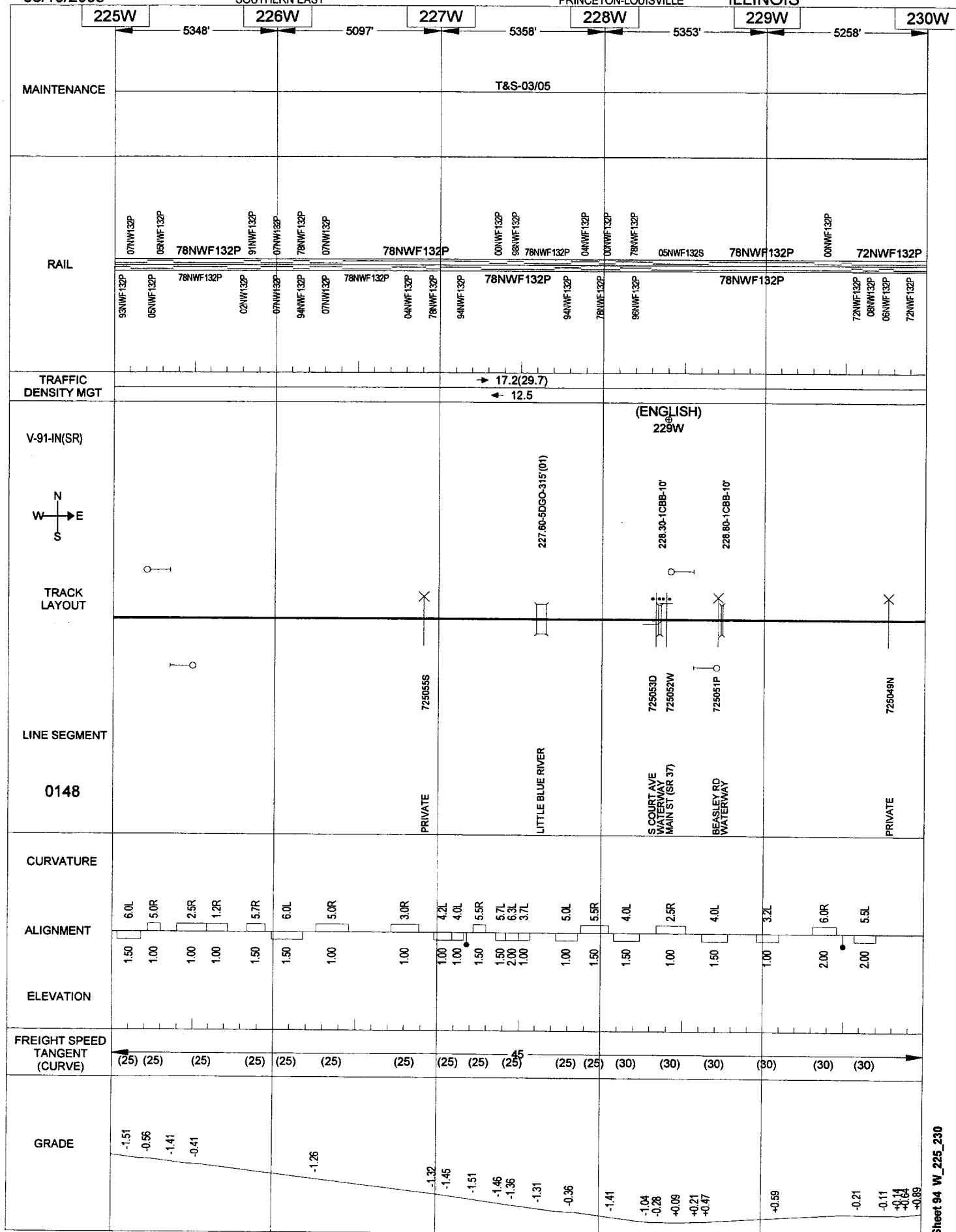
03/10/2008

236

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



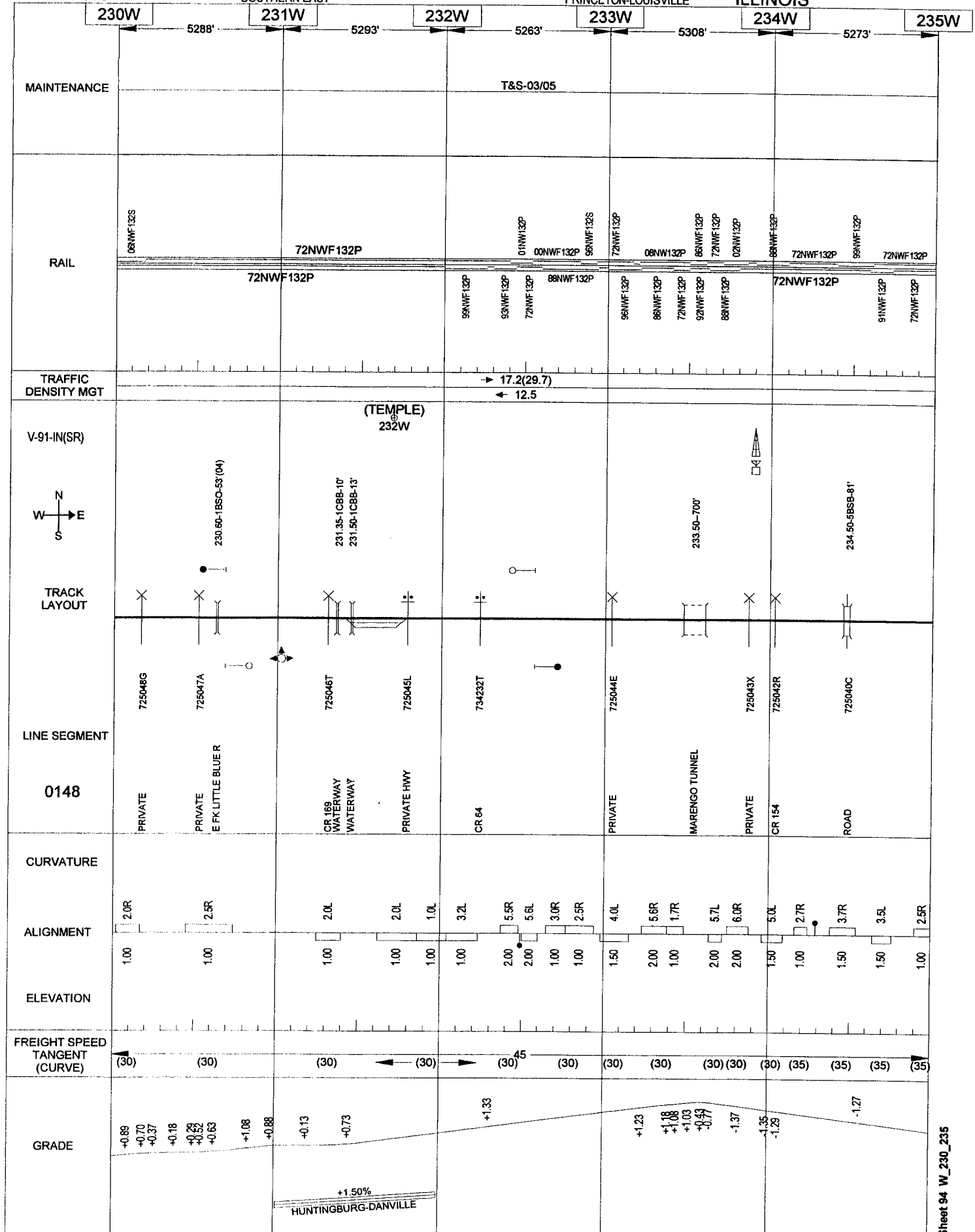
03/10/2008

237

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



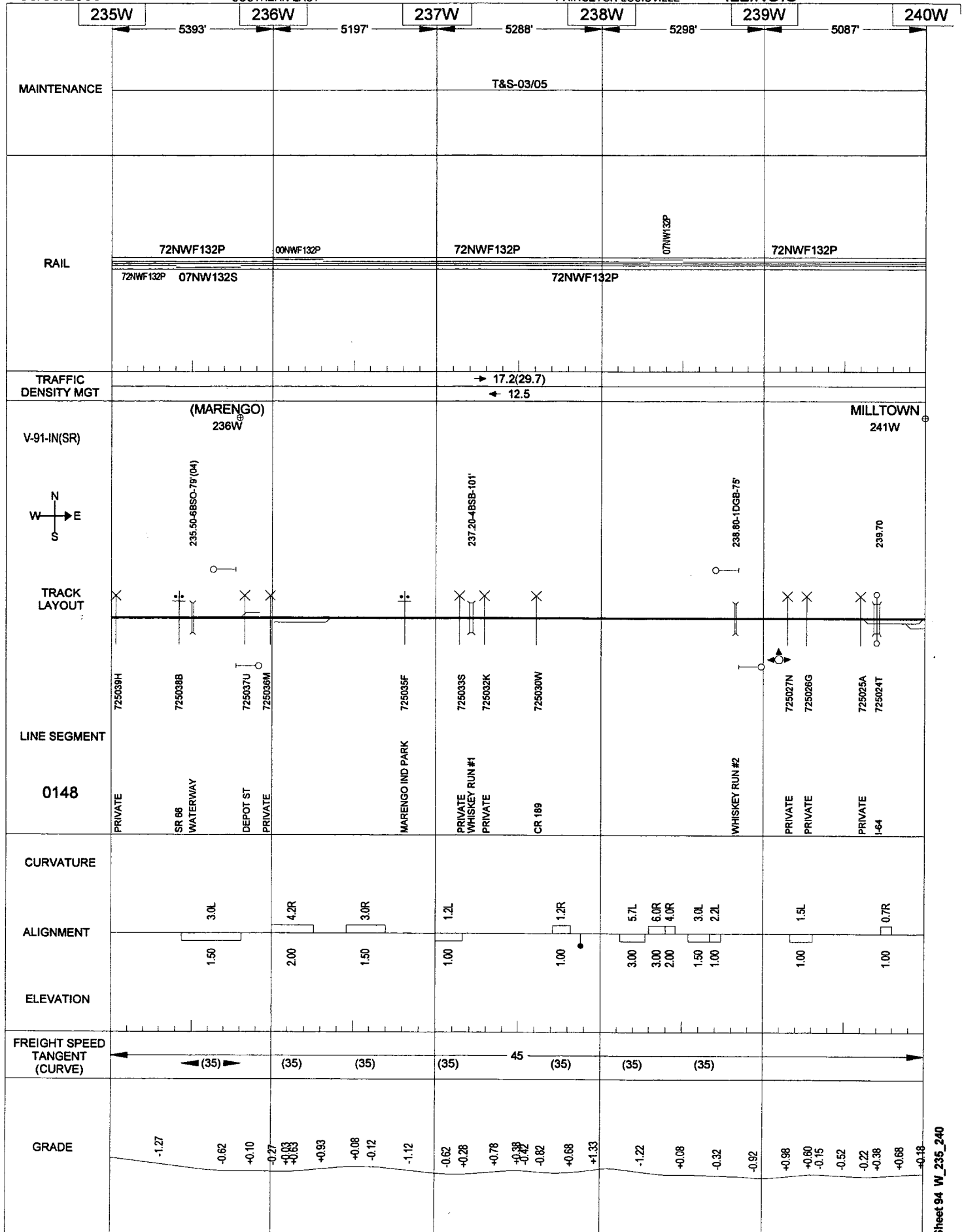
03/03/2008

238

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



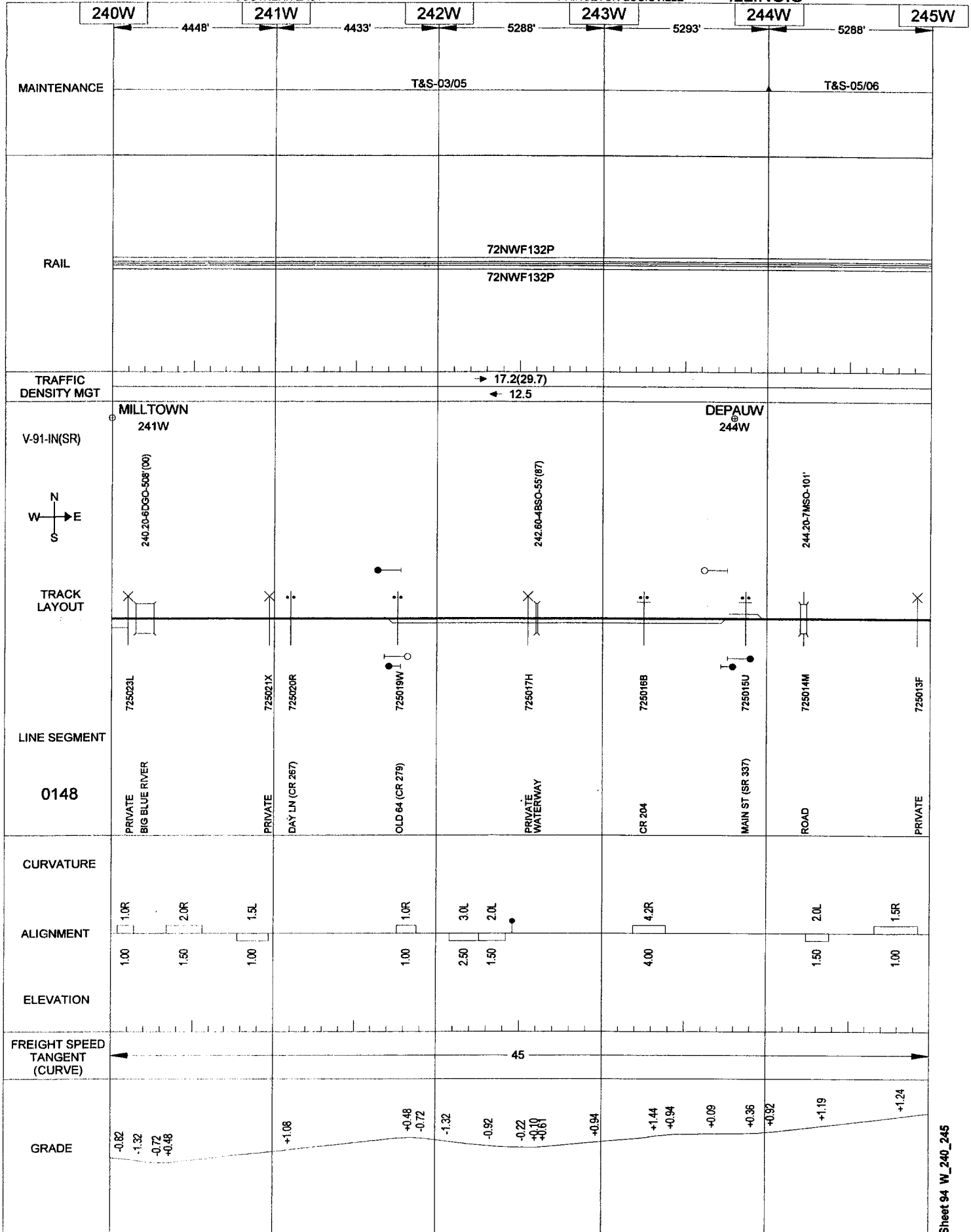
03/03/2008

239

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



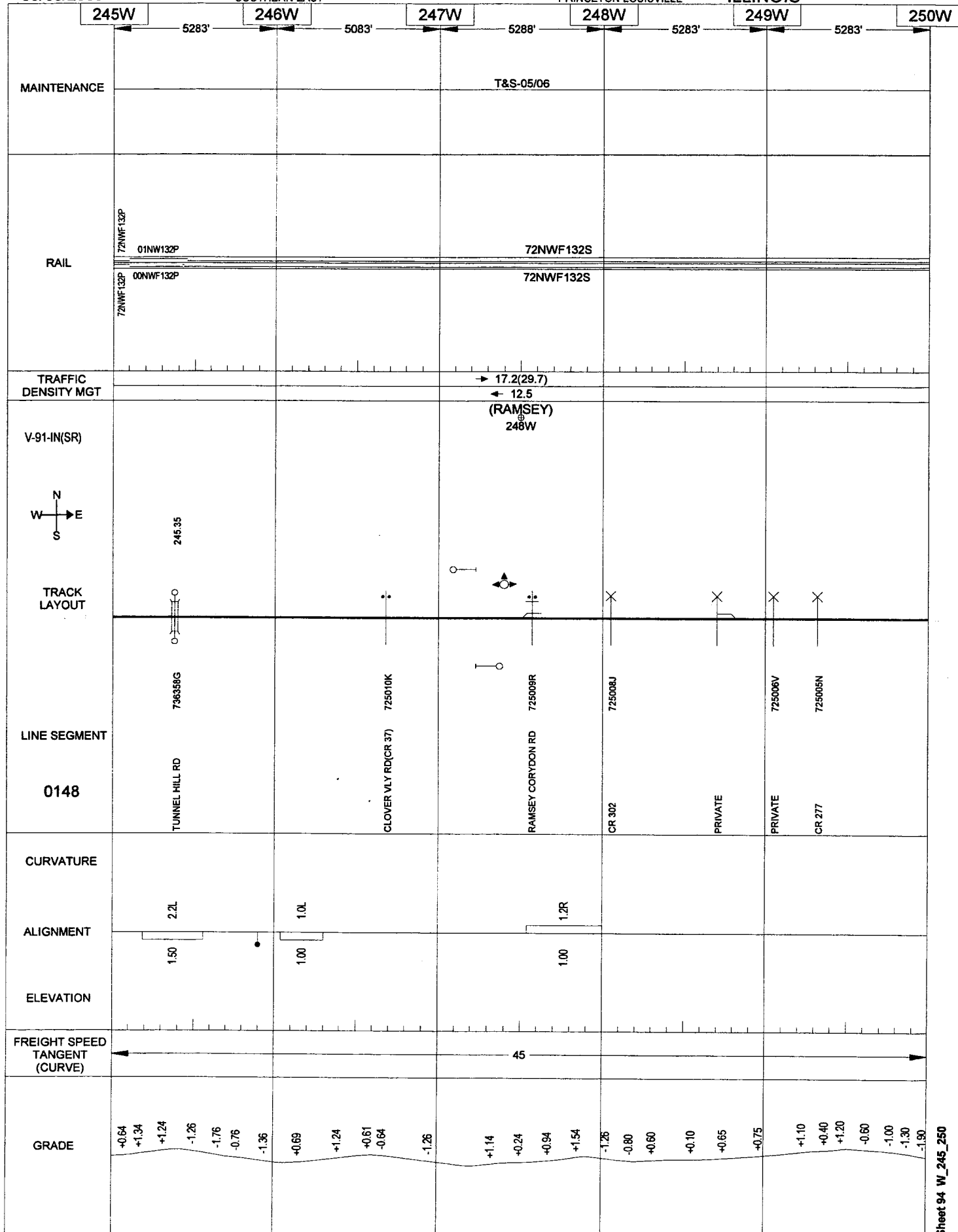
03/03/2008

240

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



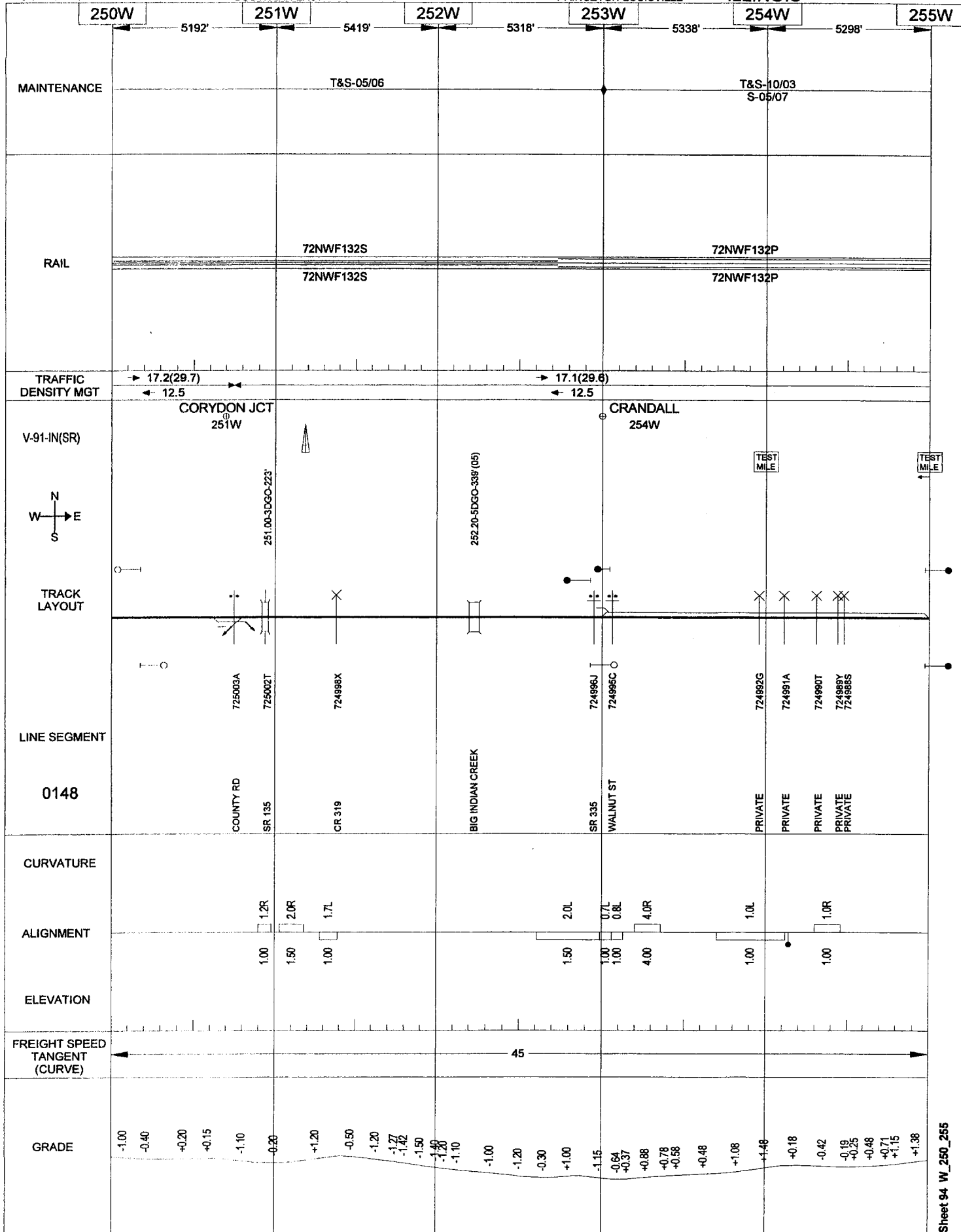
03/03/2008

241

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



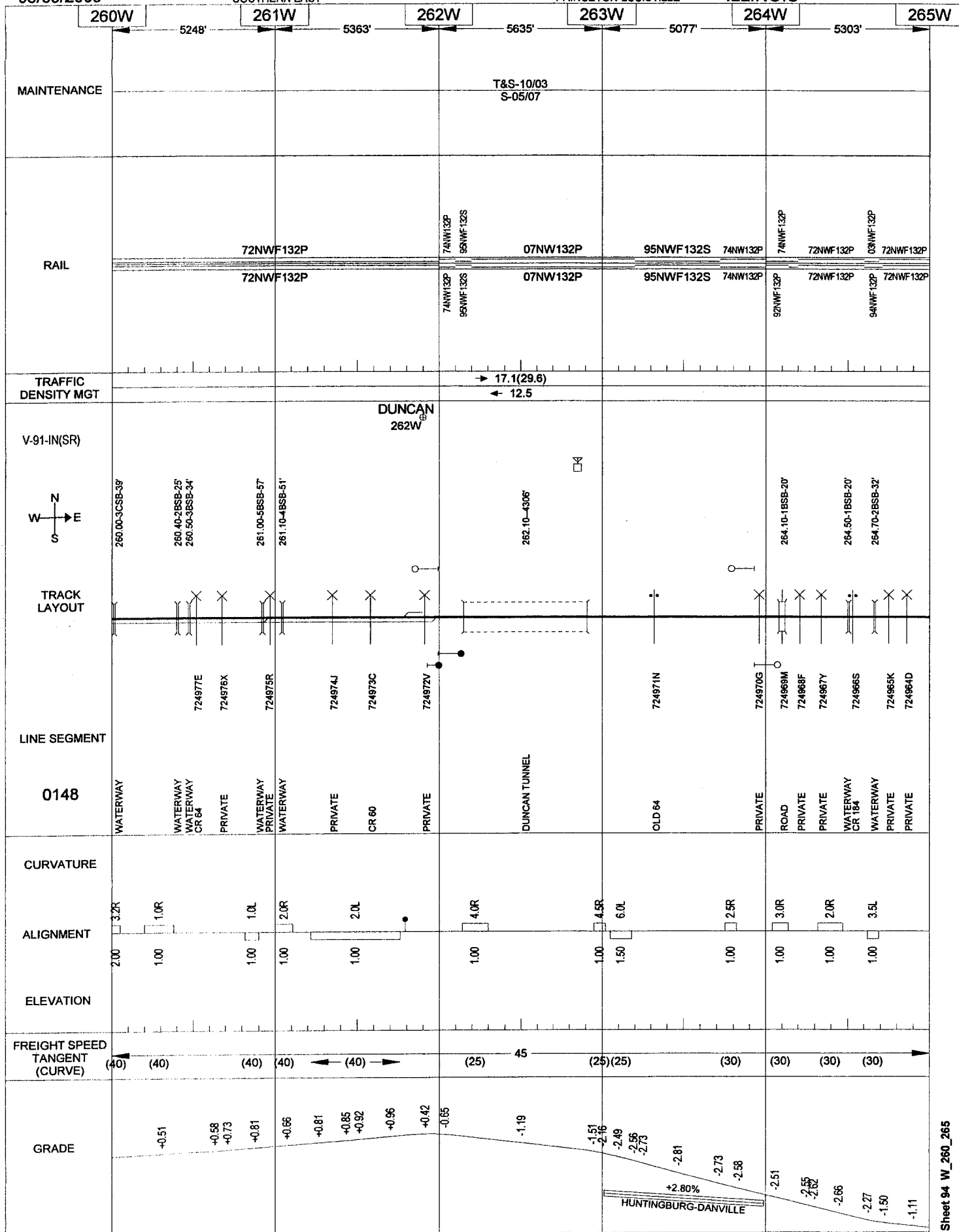
03/03/2008

SOUTHERN EAST

243

PRINCETON-LOUISVILLE

ILLINOIS



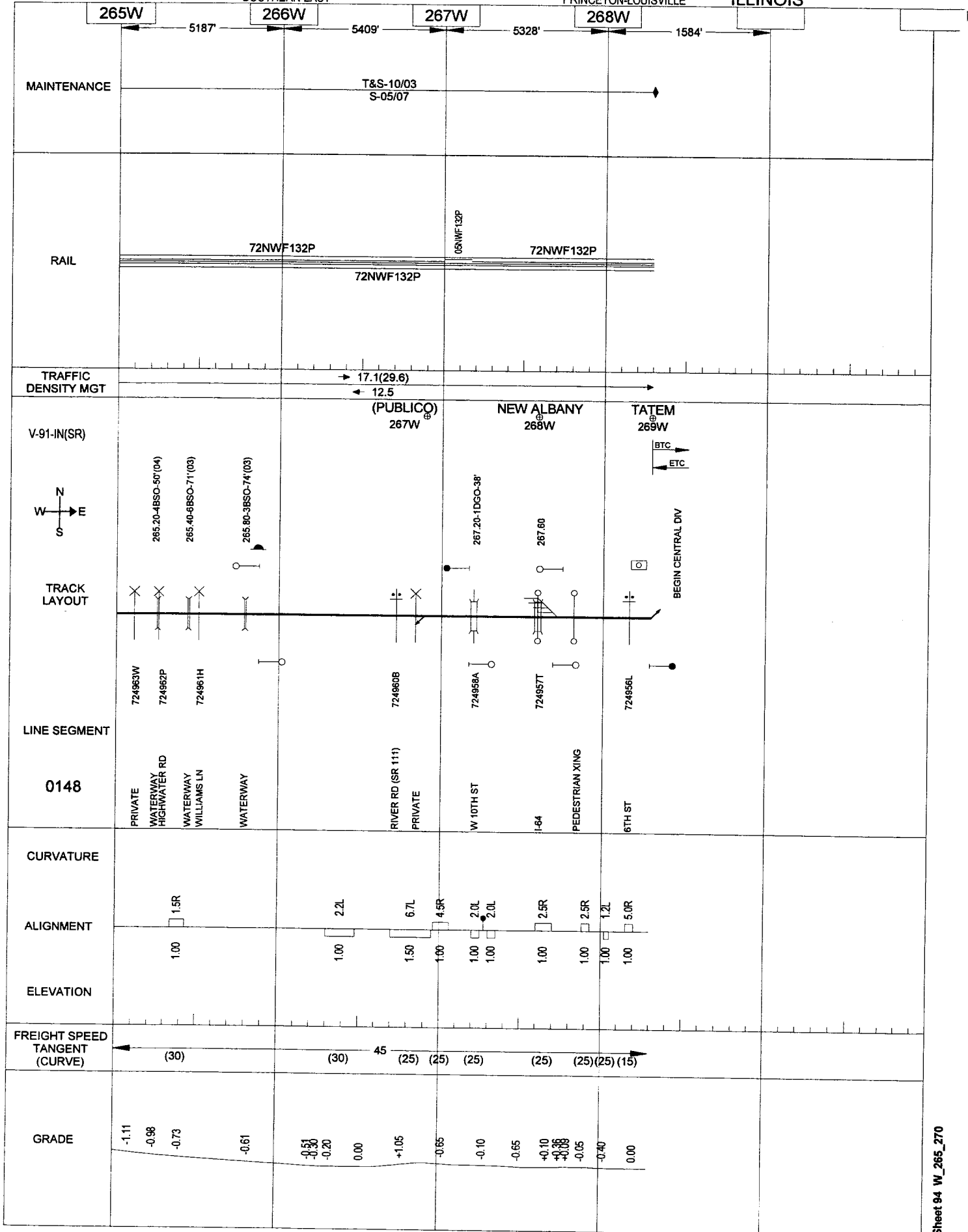
03/03/2008

SOUTHERN EAST

244

PRINCETON-LOUISVILLE

ILLINOIS



03/03/2008

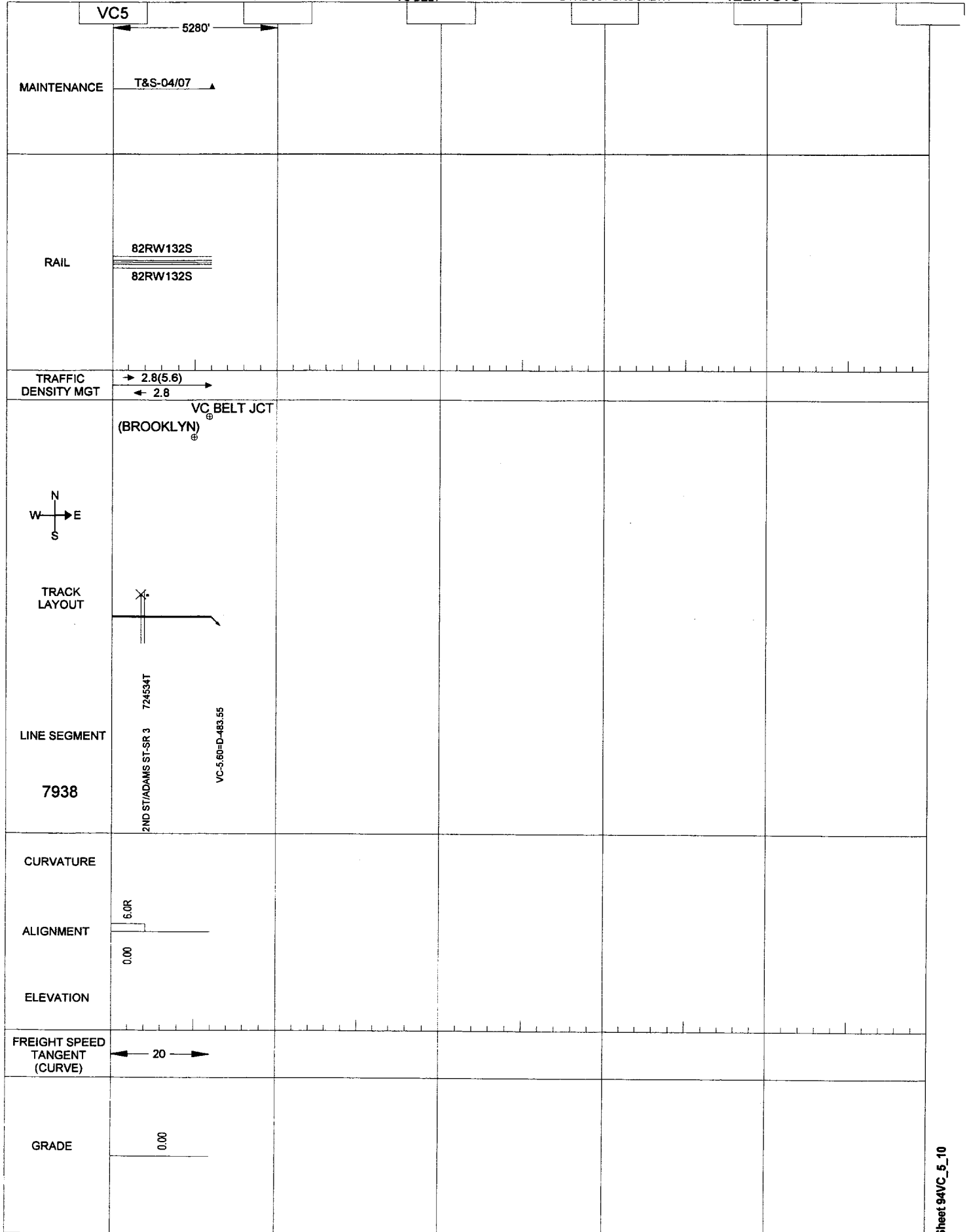
BROOKLYN

246

VC BELT

DYKE JCT-BROOKLYN

ILLINOIS



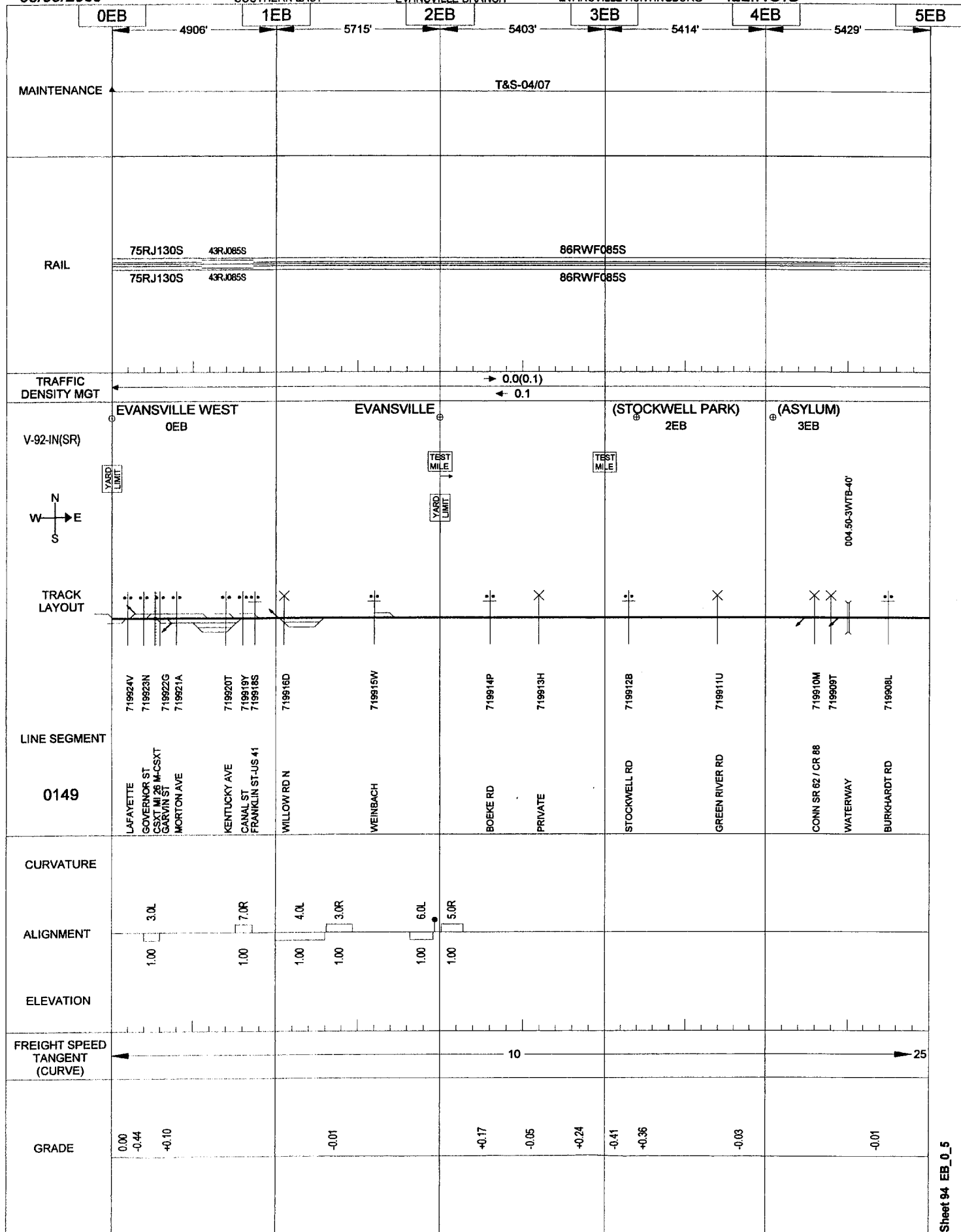
03/03/2008

SOUTHERN EAST

247
EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/03/2008

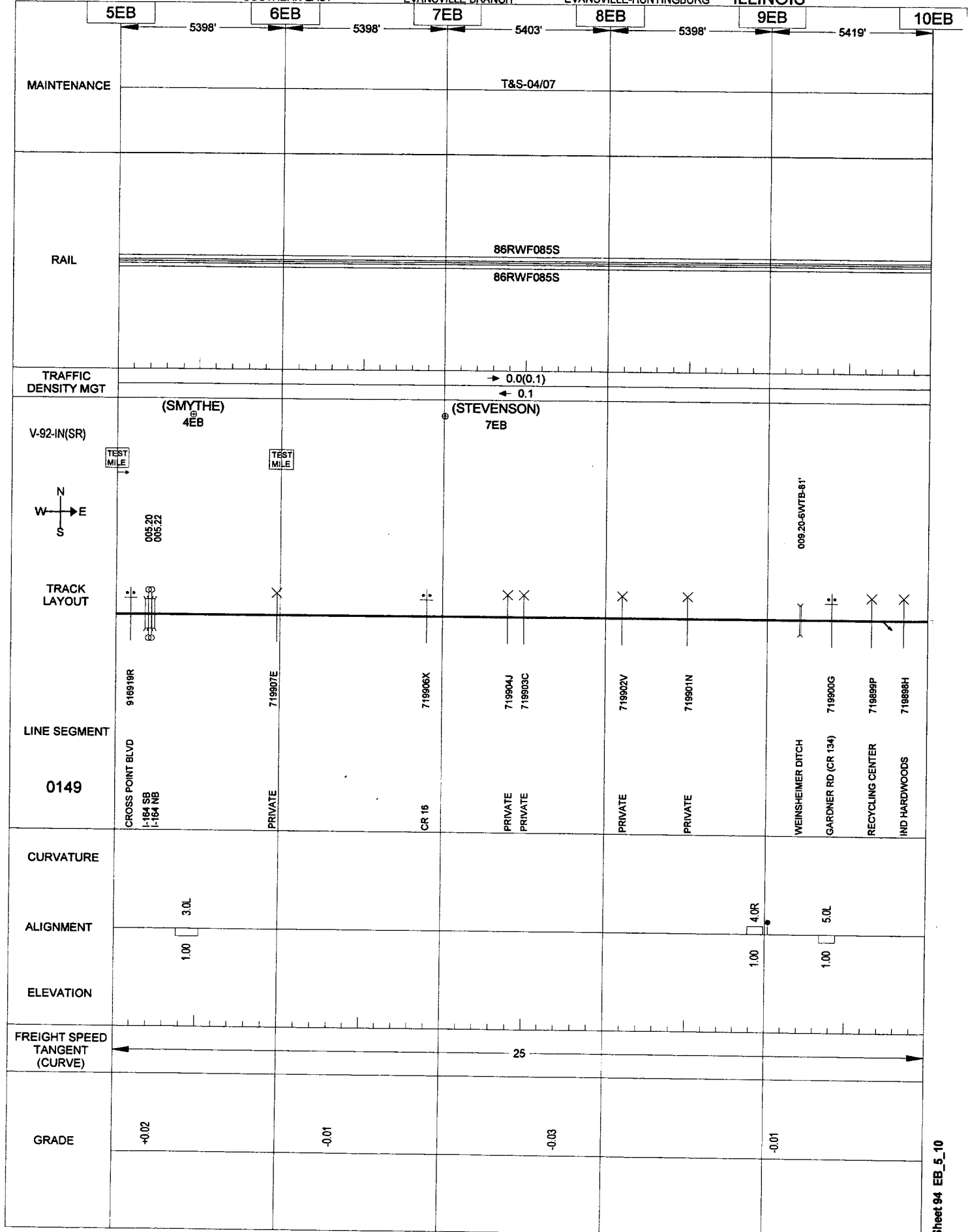
SOUTHERN EAST

248

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/03/2008

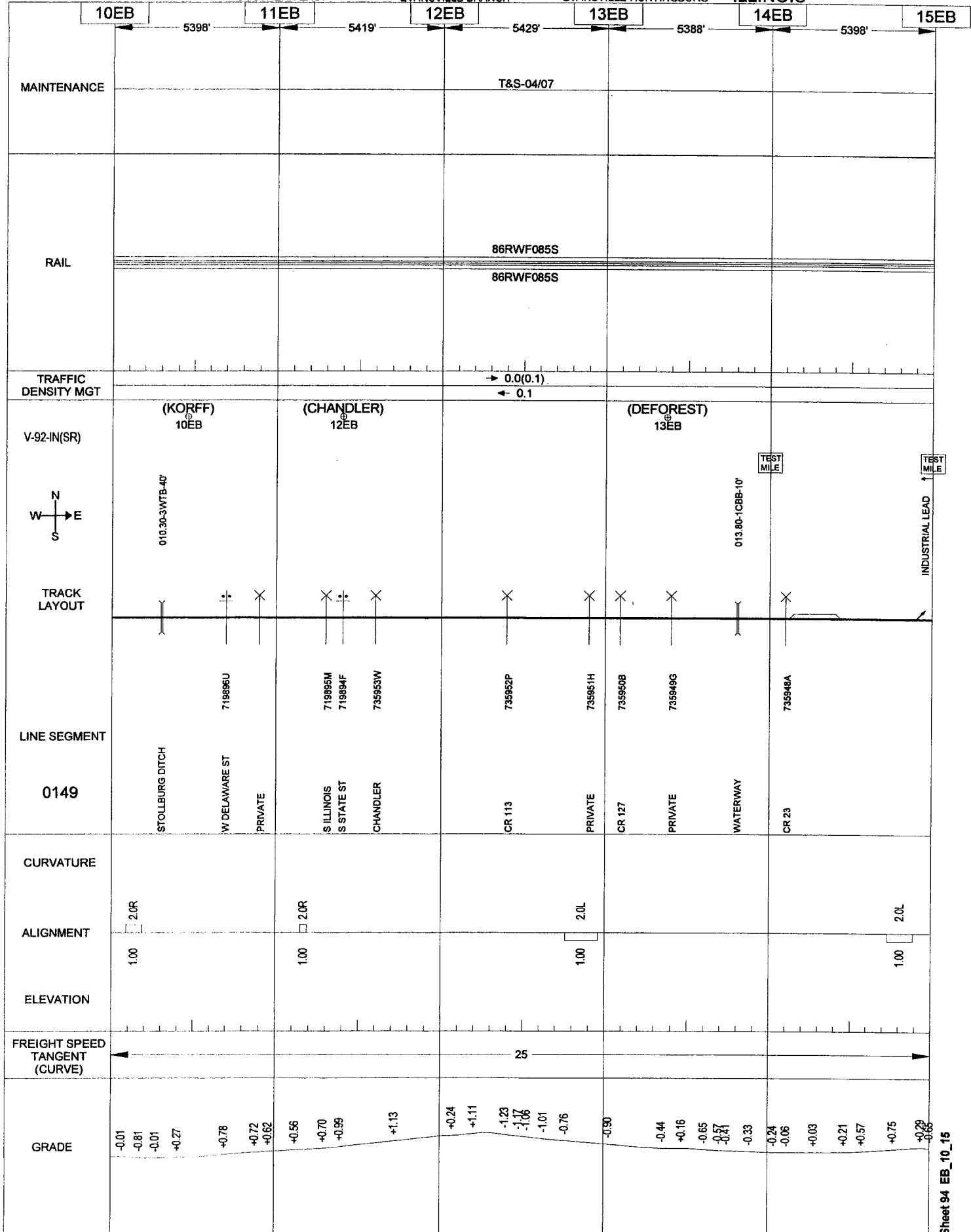
SOUTHERN EAST

249

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/03/2008

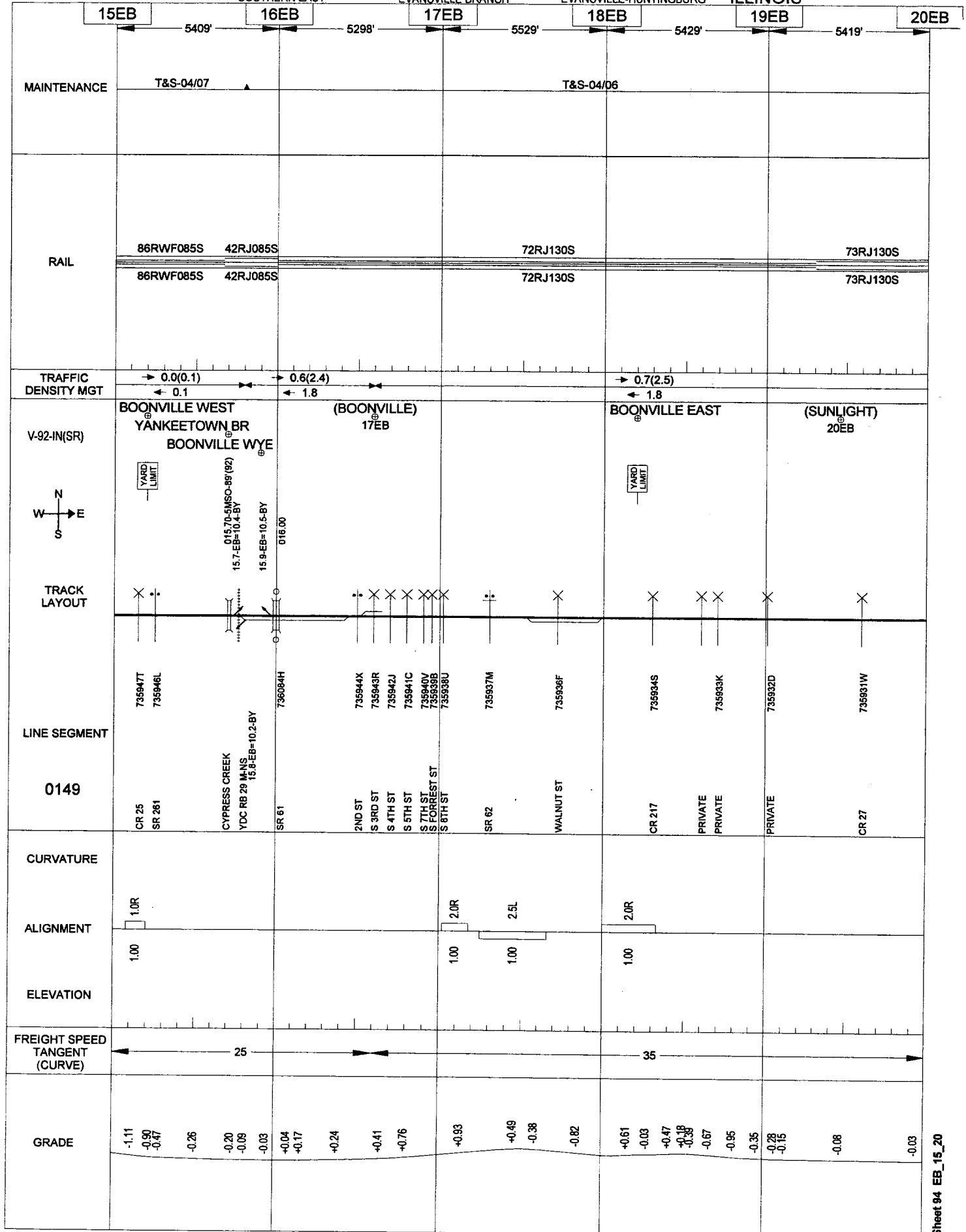
SOUTHERN EAST

250

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/03/2008

SOUTHERN EAST

251

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS

20EB

21EB

22EB

23EB

24EB

25EB

5419'

5409'

5409'

5429'

5388'

MAINTENANCE

T&S-04/06

RAIL

73RJ130S

73RJ130S

TRAFFIC
DENSITY MGT

→ 0.7(2.5)

← 1.8

V-92-IN(SR)

(DE GONIA)
22EB

TEST
MILE

TEST
MILE

N
W → E
S

020.70-14DGO-188' (85)

022.90-1MSO-155' (89)

023.90-98SO-176' (93)

TRACK
LAYOUT

LINE SEGMENT

0149

735930P

735929V

735928N

735927G

735926A

735925T

735924L

735923E

CR 219

CR 33

CR 225

CR 227

BARREN FORK

CR 231

PRIVATE

WATERWAY

PRIVATE

CR 37

CURVATURE

ALIGNMENT

ELEVATION

2.0L
1.00

2.0R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

35

GRADE

-0.03

+0.26

-0.03

+0.17

+0.56

+0.75

-0.03

-0.63

-0.48

-0.18

-0.03

-0.25

0.00

+0.17

0.00

+0.30

-0.11

0.00

+0.50

0.00

-0.20

+0.10

0.00

-0.30

0.00

+0.10

-0.30

0.00

+0.10

-0.30

0.00

+0.10

-0.30

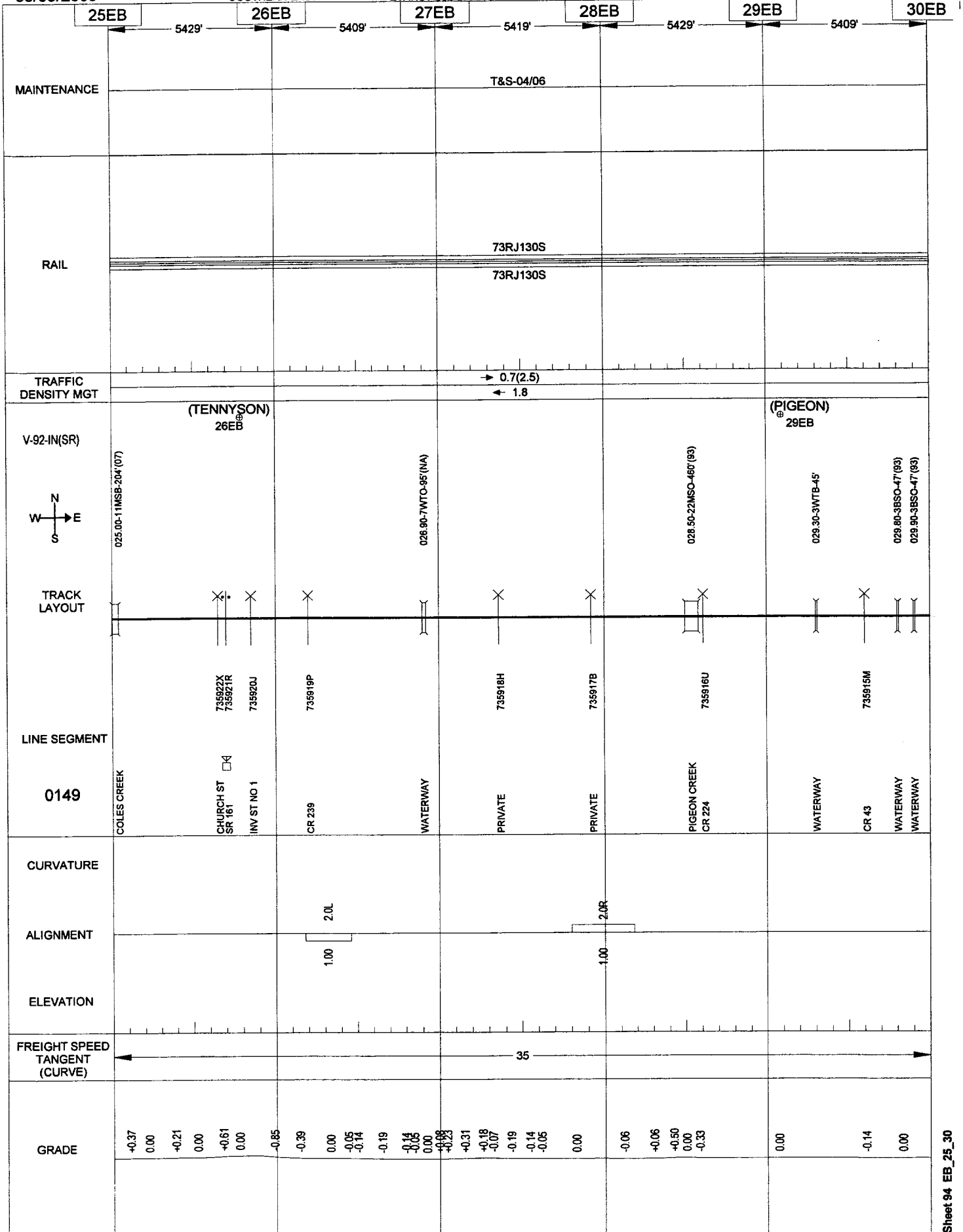
03/03/2008

SOUTHERN EAST

252
EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



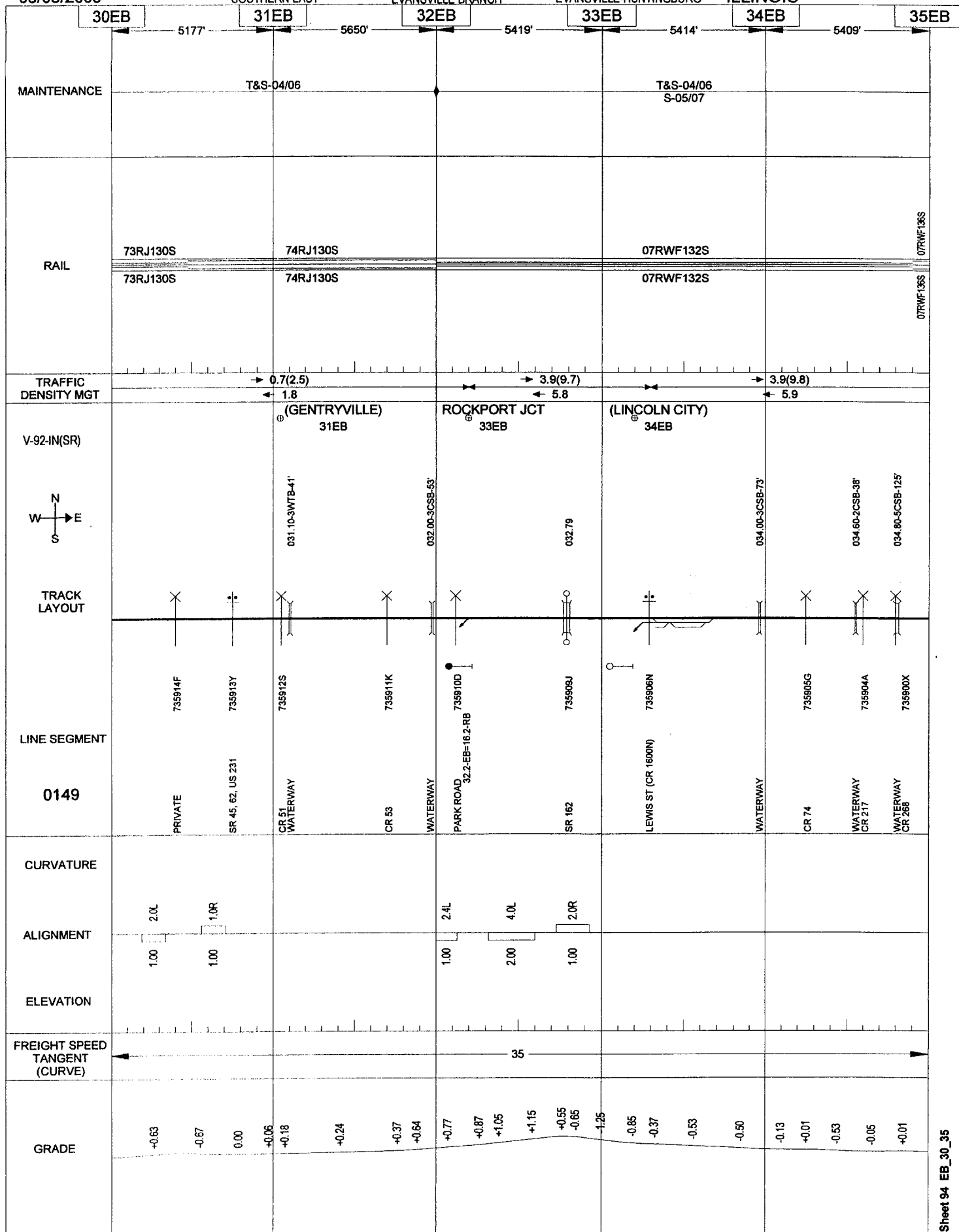
03/03/2008

SOUTHERN EAST

253
EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/03/2008

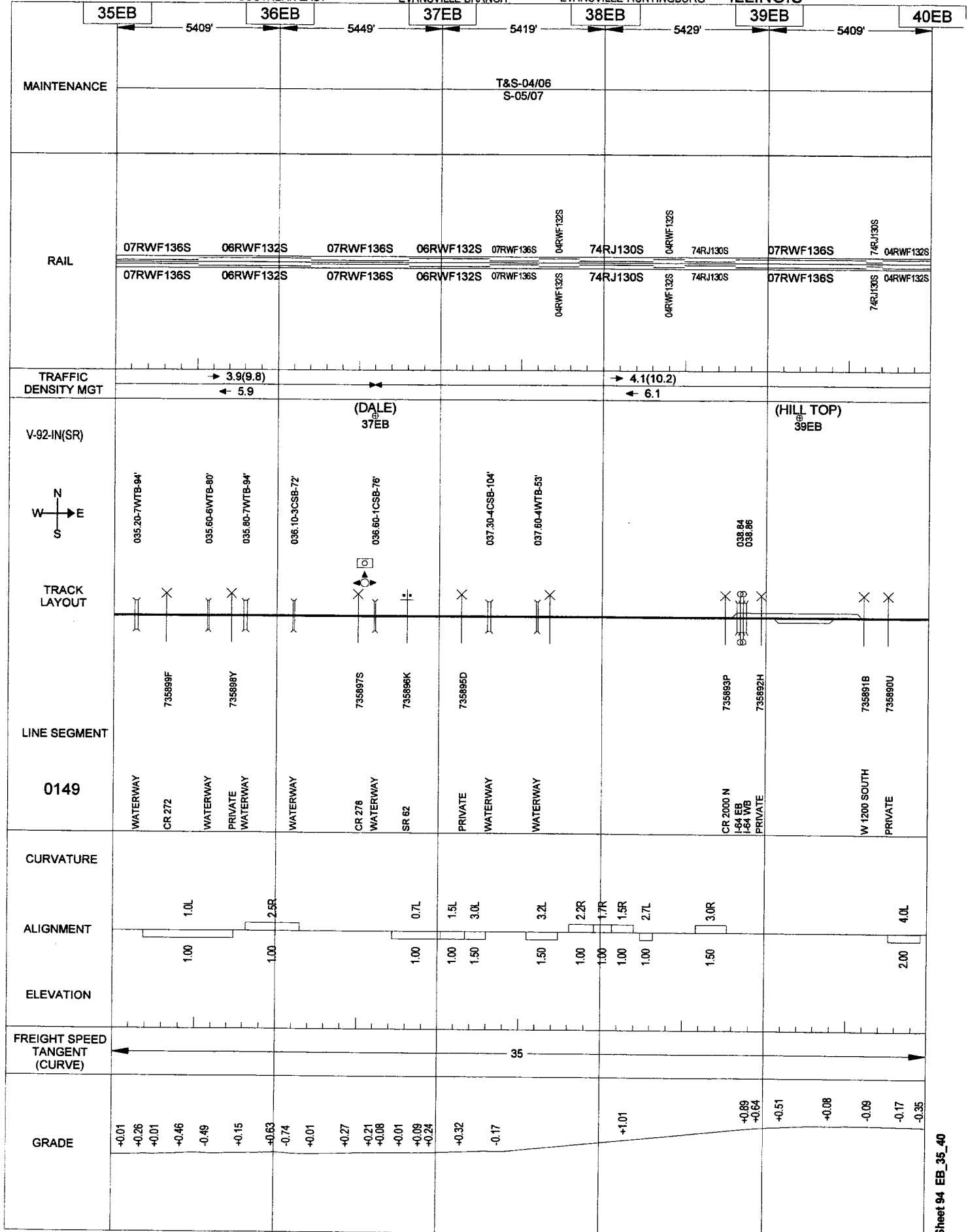
SOUTHERN EAST

254

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



ILLINOIS

45E

LD

03/10/2008

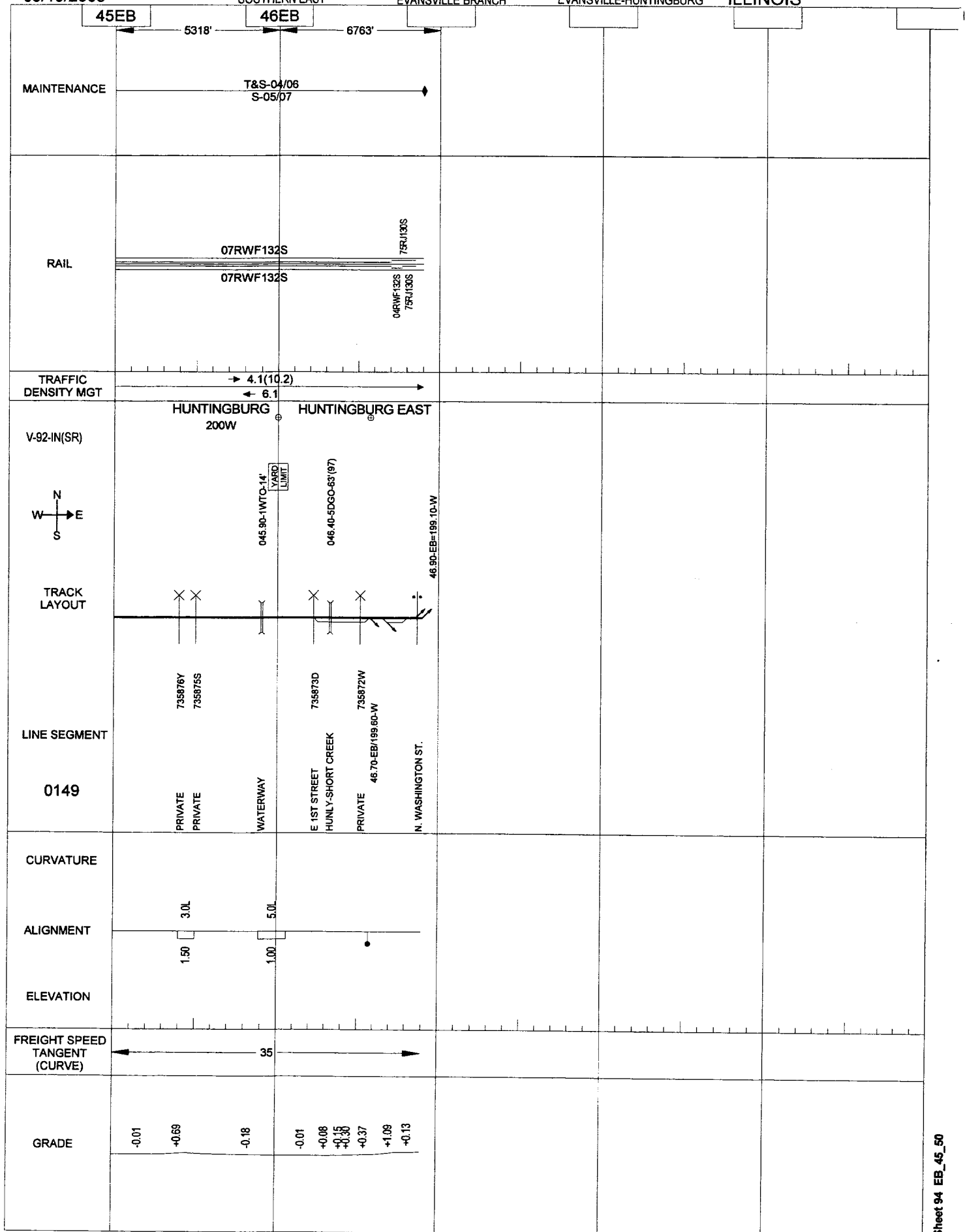
SOUTHERN EAST

256

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



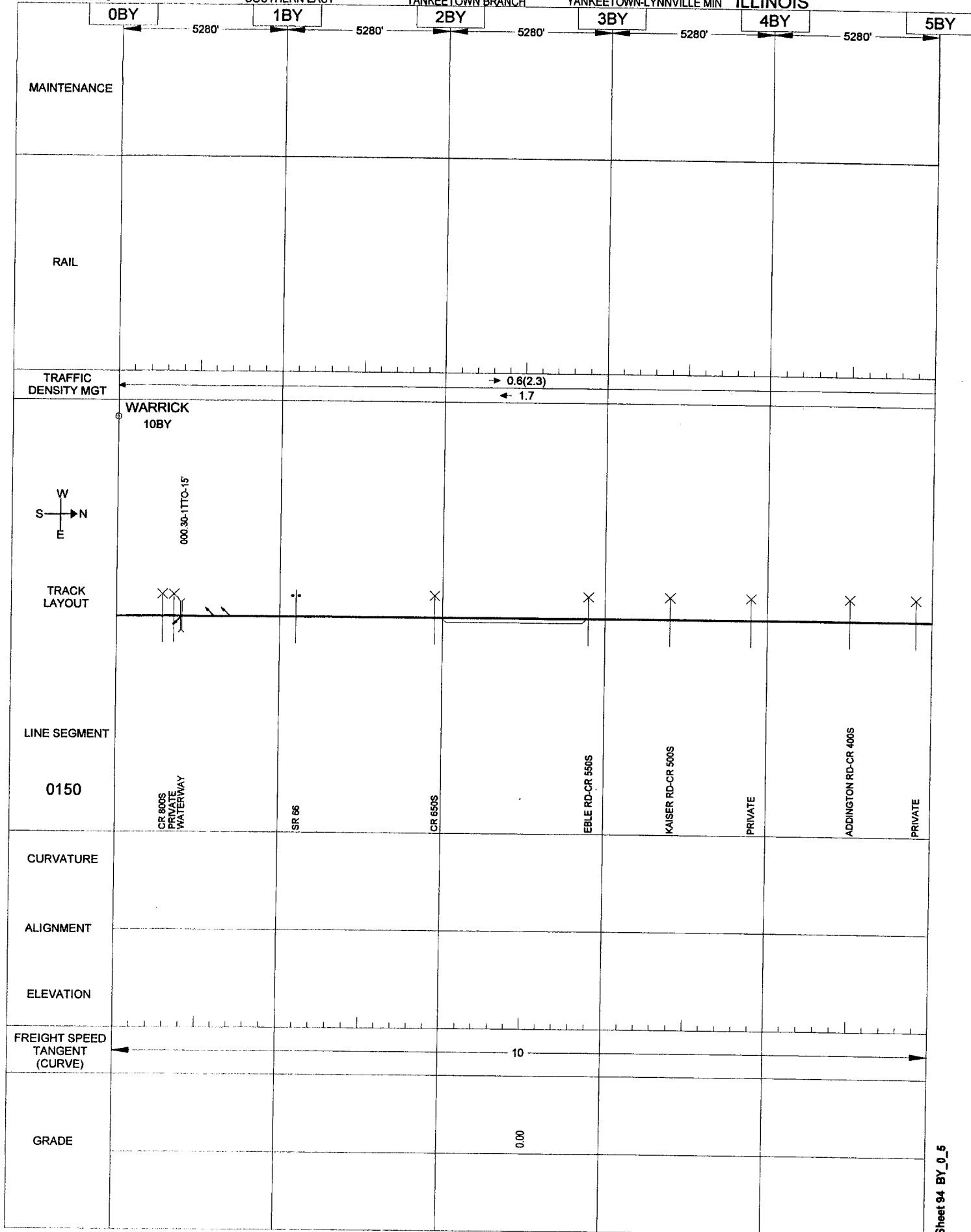
03/03/2008

SOUTHERN EAST

257
YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS



03/03/2008

SOUTHERN EAST

258
YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

	5BY	6BY	7BY	8BY	9BY	10BY
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT			→ 0.6(2.3) ← 1.7			
<div>W S—+—N E</div>						
<div>008 80-3BSE-46'</div>						
TRACK LAYOUT	X		X	X	X	X
LINE SEGMENT						
0150	CR 300S		CR 300W	PURSLEY RD	SR 61	PRIVATE
					PRIVATE WATERWAY	
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			10			
GRADE			0.00			

03/03/2008

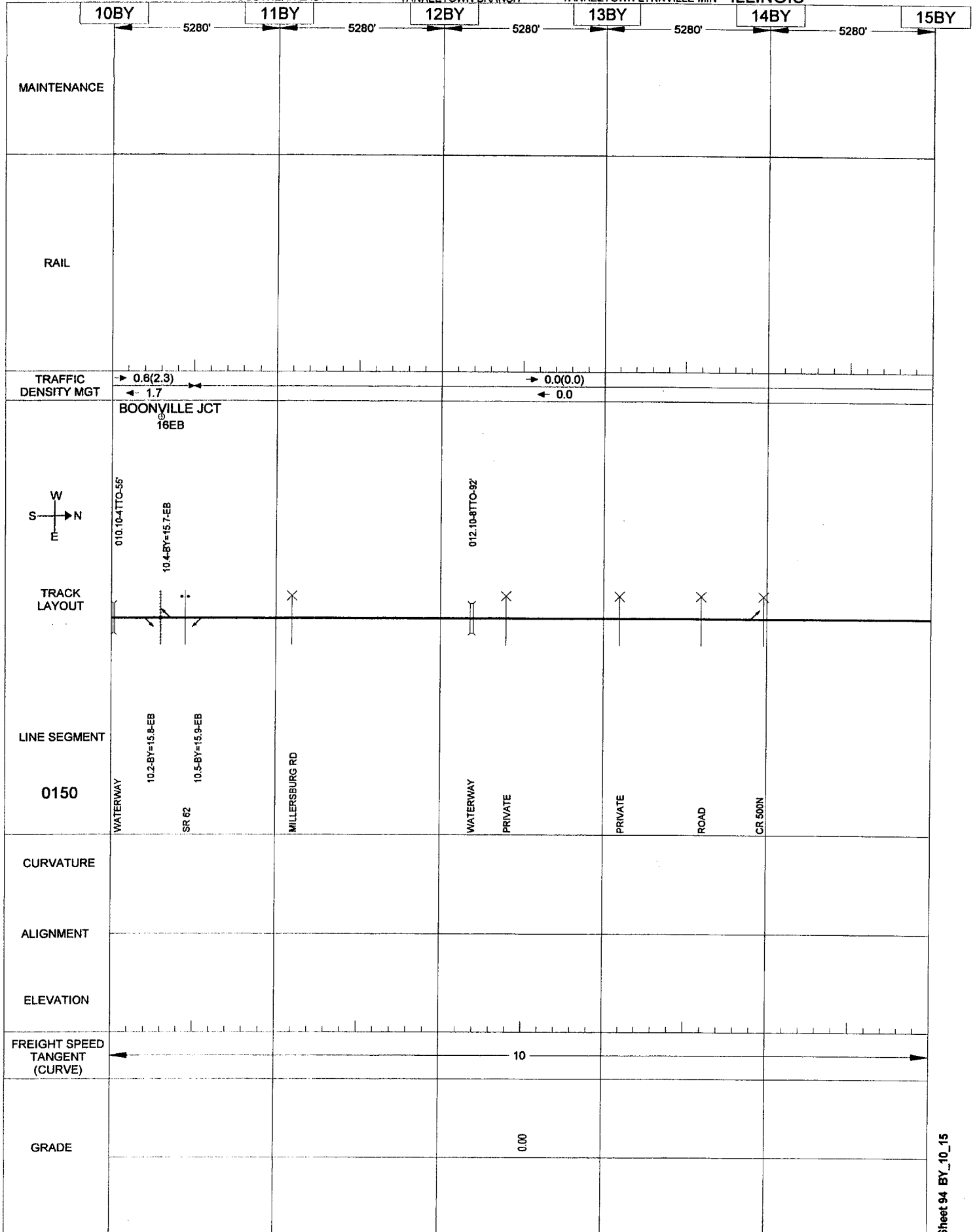
259

SOUTHERN EAST

YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS



03/03/2008

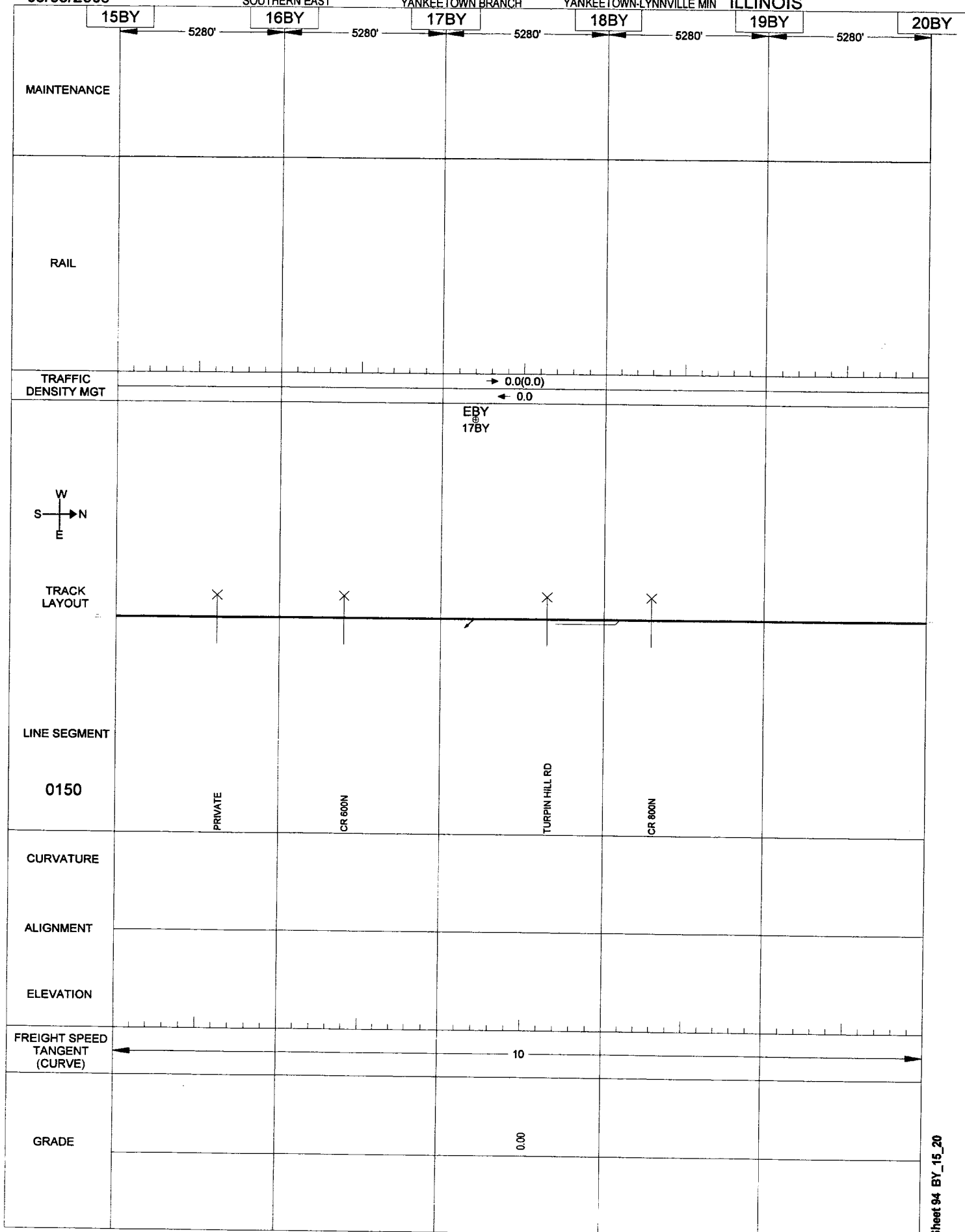
SOUTHERN EAST

260

YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS



03/03/2008

SOUTHERN EAST

261

YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

20BY

21BY

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

LINVILLE MINE
21BY

W
S — N
E

TRACK
LAYOUT

LINE SEGMENT

0150

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/03/2008

SOUTHERN EAST

262

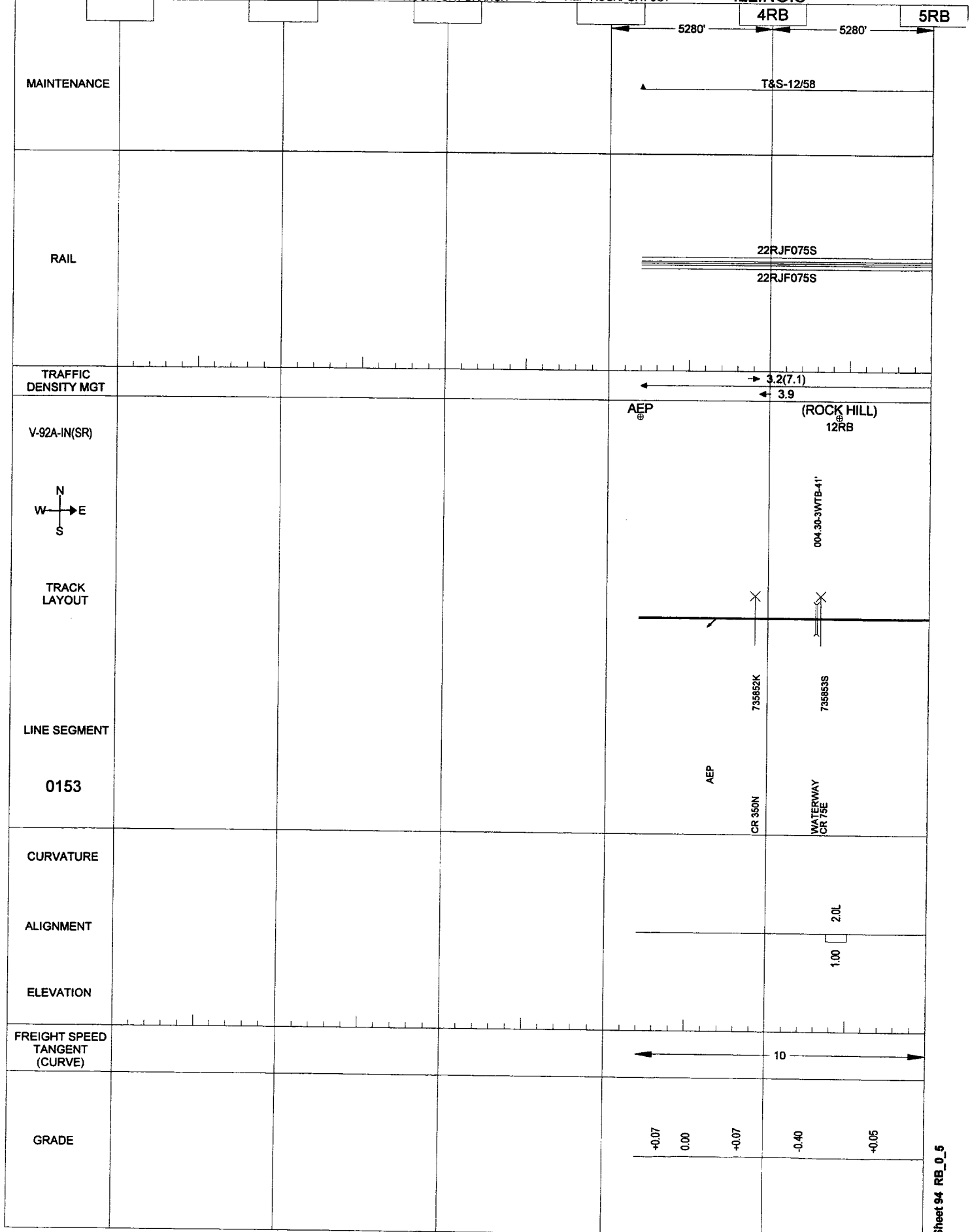
ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS

4RB

5RB



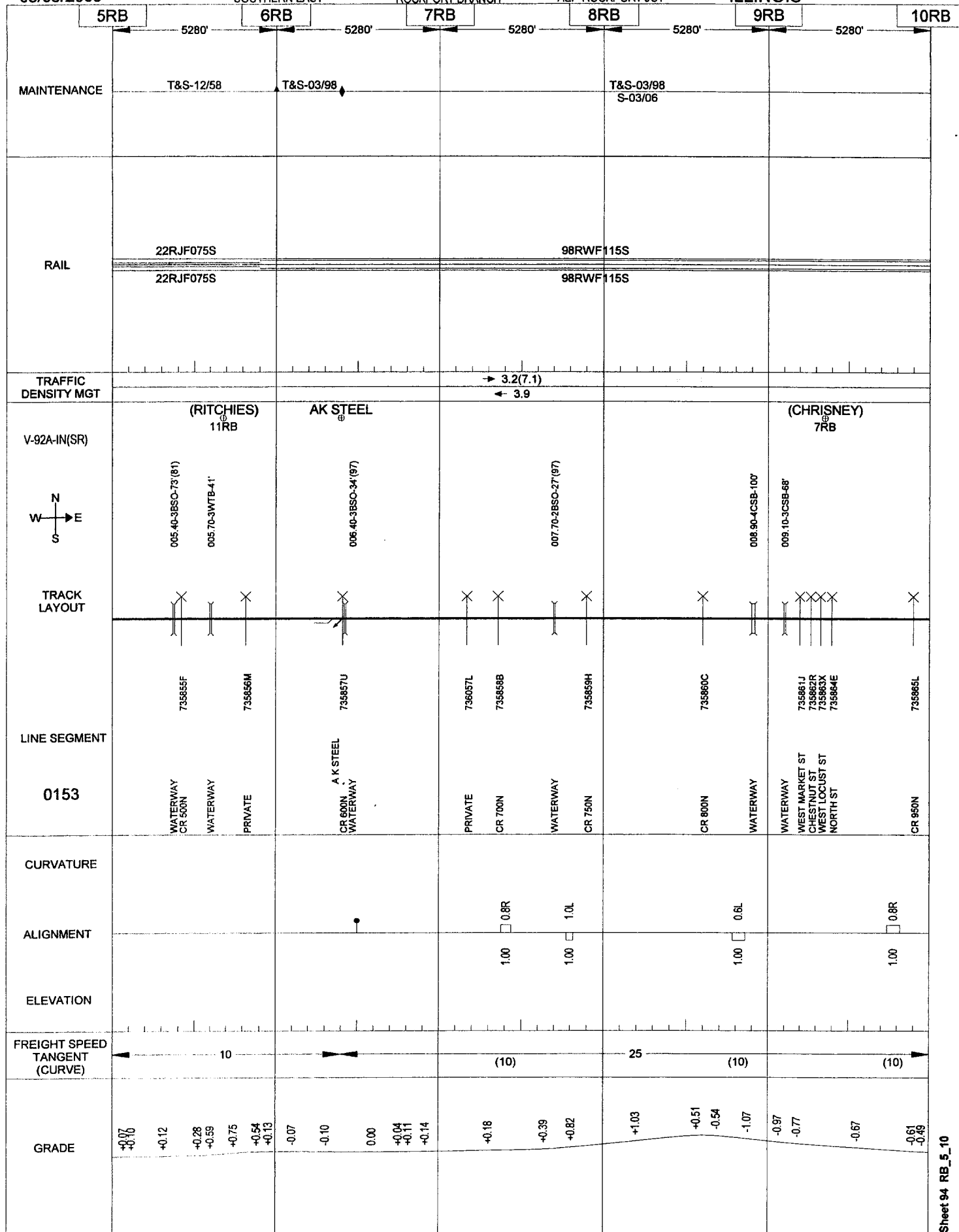
03/03/2008

SOUTHERN EAST

263
ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS



03/03/2008

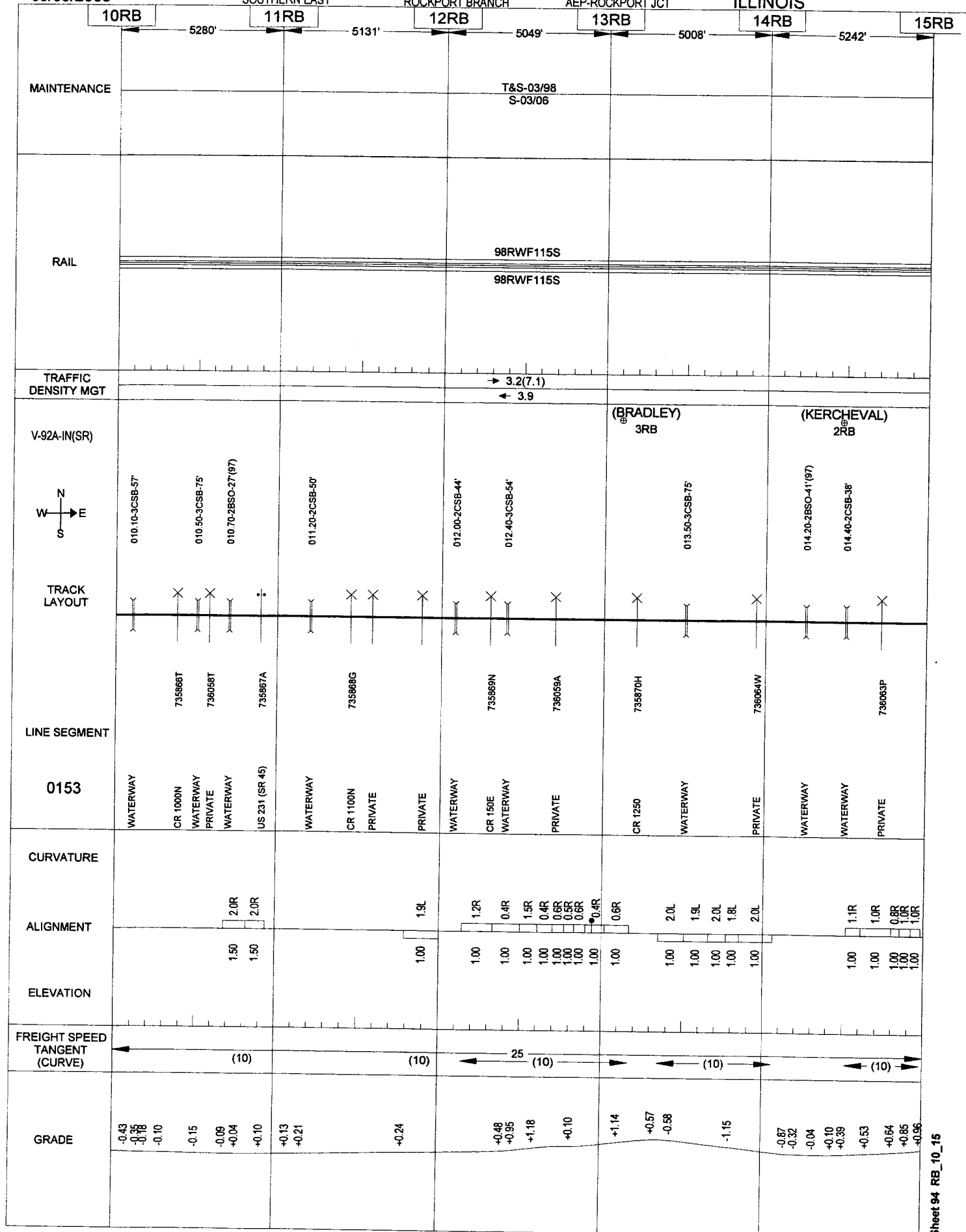
264

SOUTHERN EAST

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS



03/03/2008

SOUTHERN EAST

265
ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS

15RB

16RB

5126'

1056'

MAINTENANCE

T&S-03/98
S-03/06

RAIL

98RWF115S

98RWF115S

TRAFFIC
DENSITY MGT

→ 3.2(7.1)
← 3.9

V-92A-IN(SR)

ROCKPORT JCT
ORB



016.00-3CSB-54'

TRACK
LAYOUT

735871P



LINE SEGMENT

0153

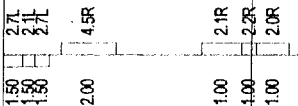
CR 225E

WATERWAY

16.2-RB-32.2-EB

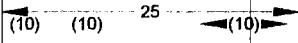
CURVATURE

ALIGNMENT

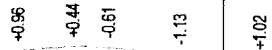


ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)



GRADE



03/03/2008

SOUTHERN WEST

266
CAIRO BRANCH
CB127

MT CARMEL - KEENSBURG
CB128

ILLINOIS
CB129

CB130

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-04/03

RAIL

38RJ130S

**RJ105S

38RJ130S

**RJ105S

TRAFFIC
DENSITY MGT

0.1(0.6)

0.5

V-93-IL(SR)

CB JCT
150W

PSI LEAD EAST
CB0

PSI LEAD WEST

S
E → W
N

TRACK
LAYOUT

YARD
LIMIT
CB-126.2=150.0-W

127.31

TO PSI

129.38-1CAB-12'

LINE SEGMENT

0517

CB-126.2=149.9-W

542631X

OAK ST

SR 1

542634T

COUNTY ROAD

542635A

WATERWAY
COUNTY ROAD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/03/2008

SOUTHERN WEST

267
CAIRO BRANCH

MT CARMEL - KEENSBURG

ILLINOIS

CB130

CB131

CB132

5280'

5280'

5280'

MAINTENANCE

T&S-04/03

RAIL

**RJ105S

**RJ105S

TRAFFIC
DENSITY MGT→ 0.1(0.6)
← 0.5KEENSBURG
CB6

V-93-IL(SR)

TRACK
LAYOUT

131.76-3CBB-60'

AMAX MINE

LINE SEGMENT

0517

542636G
542637N
COUNTY ROAD
PRIVATE542639C
PRIVATE542640W
WATERWAY

CURVATURE

ALIGNMENT

1.0L
0.50

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/03/2008

MADISON

268

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS

TS395

5287'

T&S-03/93

MAINTENANCE

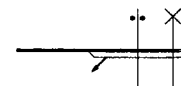
RAIL

46RJ131S 51NJ115S 31NJ112S
 46RJ131S 51NJ115S 31NJ112S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
 ← 0.0

S
 E → W
 N

TRACK
LAYOUTCOFFEEN
02395

LINE SEGMENT

476336M
 476337U

8030

SR 185
 2ND ST

CURVATURE

ALIGNMENT

ELEVATION

2.1L
 1.00

FREIGHT SPEED
TANGENT
(CURVE)

← 30 →

GRADE

+0.30
 +0.70
 +0.37
 0.00
 -0.29

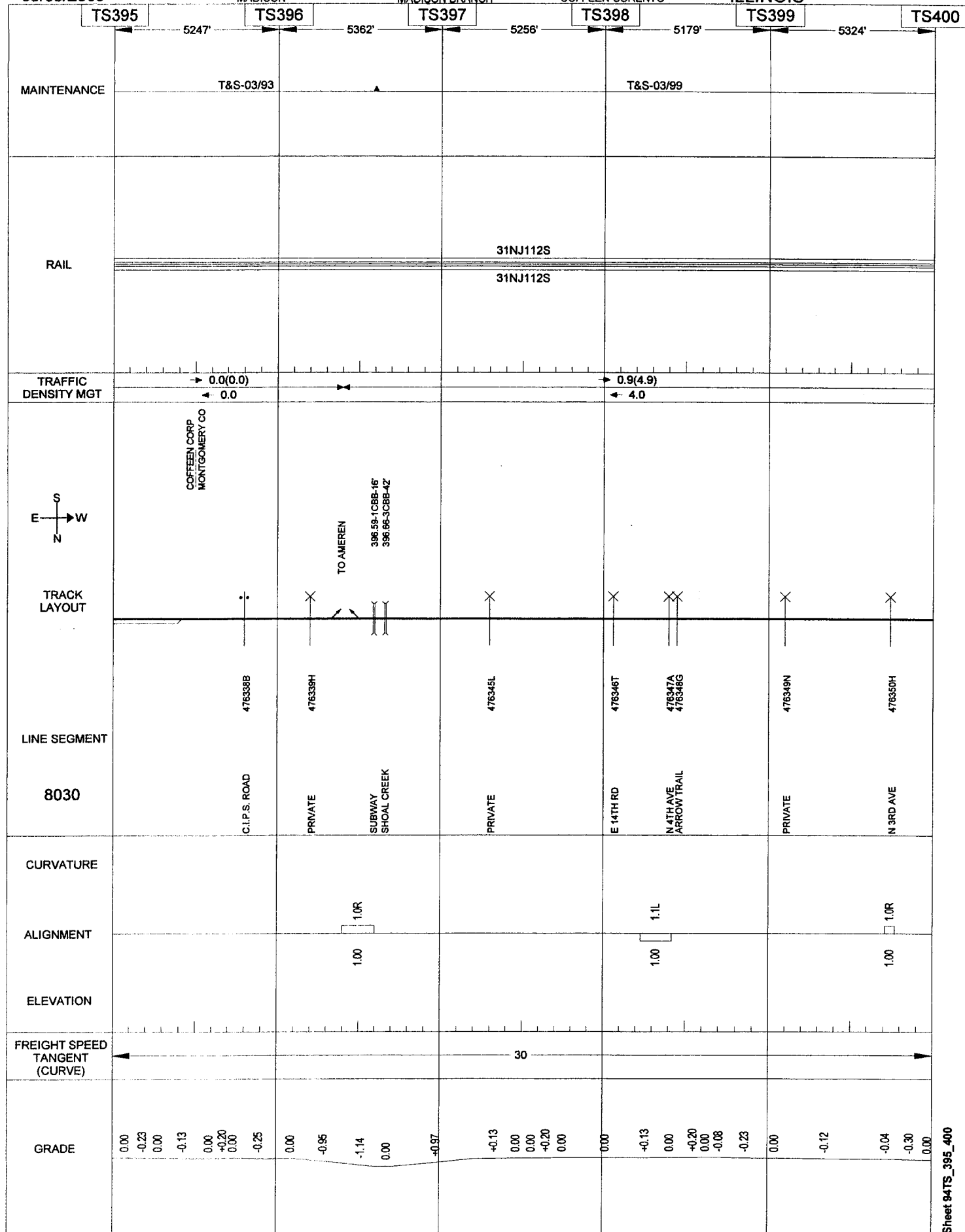
03/03/2008

MADISON

269
MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS



03/03/2008

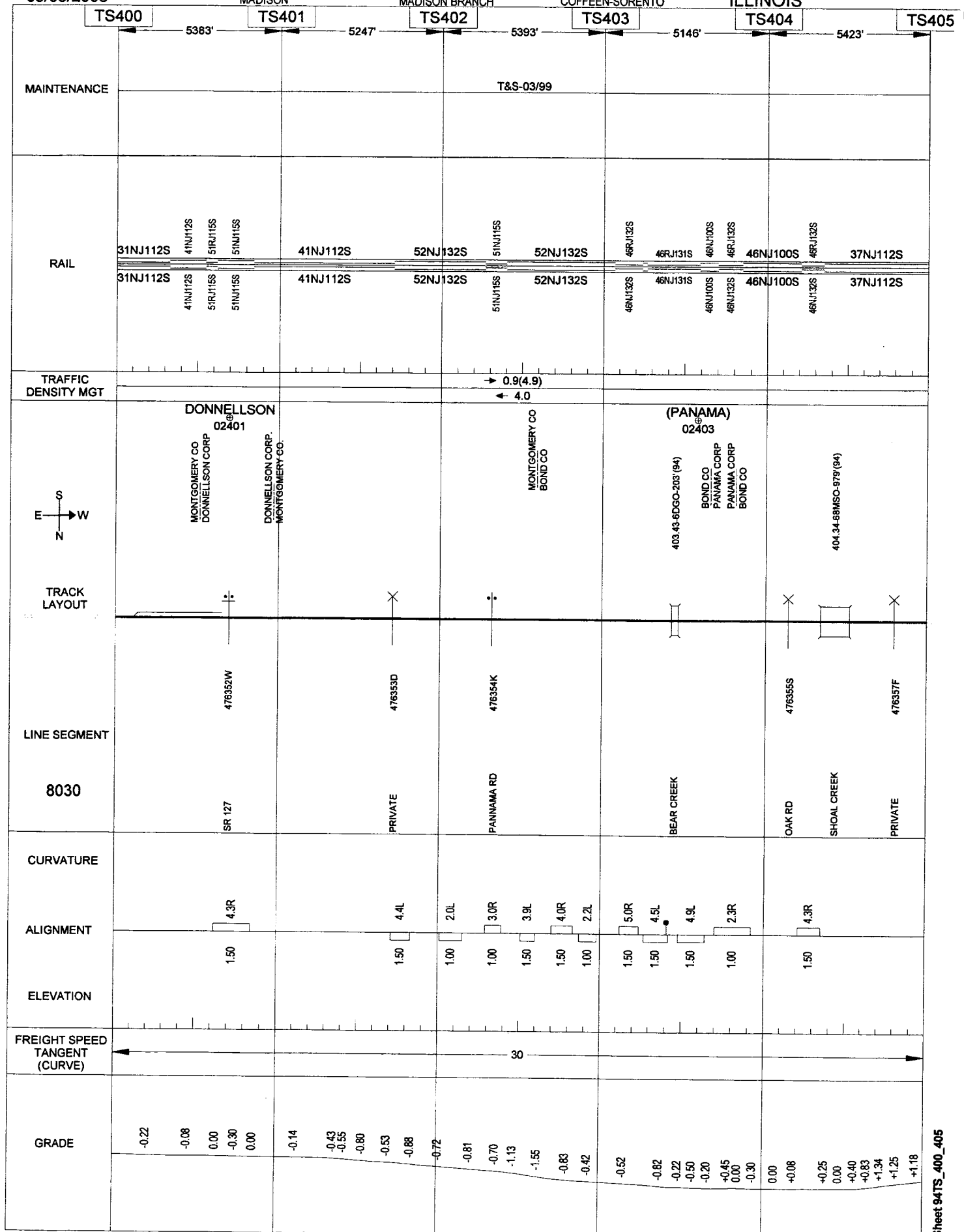
MADISON

270

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS



03/03/2008

MADISON

271

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS

TS405

TS406

5303'

5139'

5401'

5277'

4533'

MAINTENANCE

T&S-03/99

RAIL

37NJ112S

37NJ112S

TRAFFIC
DENSITY MGT→ 0.9(4.9)
← 4.0→ 0.0(0.0)
← 0.0SORENTO
02407BOND CO
SORENTO CORPS
E → W
NTRACK
LAYOUT

X

X

X

476358M

476359U

476360N

TO BN RR

LINE SEGMENT

8030

RENKEN RD

CR 1850 N

CRANE RD

CURVATURE

ALIGNMENT

1.00 1.00

1.00 1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

+1.57
+1.15
+1.35
+1.15
+0.86
+0.73
+0.34
+0.10
0.00
-0.08
0.00
+0.13
-0.05

03/03/2008

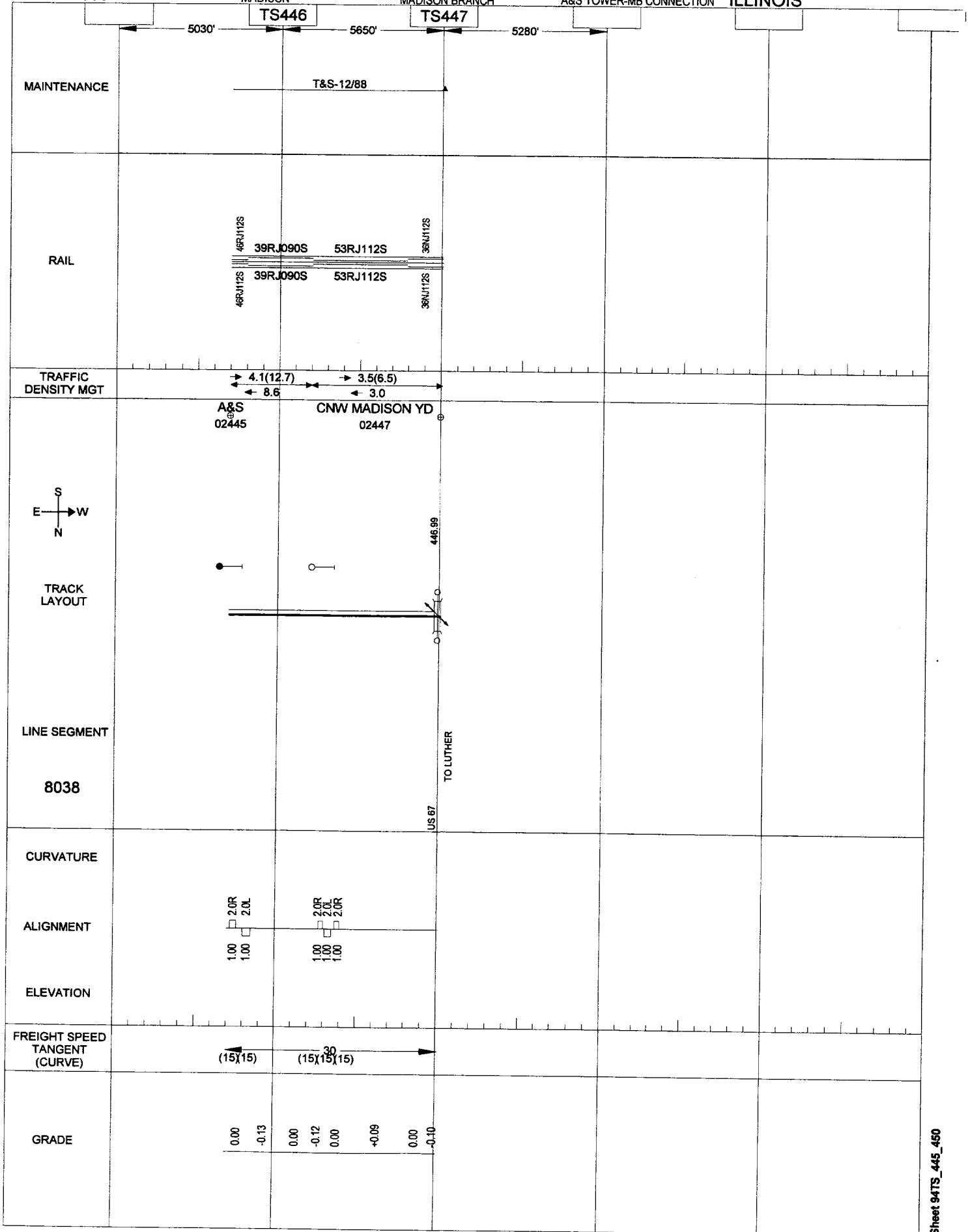
272

MADISON

MADISON BRANCH

A&S TOWER-MB CONNECTION

ILLINOIS



03/03/2008

ALTON

273
A&E LINE

BRIDGE JCT-GRANITE CITY

ILLINOIS

AE4

AE5

MAINTENANCE

T&S-01/20
S-05/90

RAIL

44NJ090S

56RJ112S

44NJ090S

56RJ112S

TRAFFIC
DENSITY MGT

→ 0.1(0.3)
← 0.2

W
S — N
E

TRACK
LAYOUT

BRIDGE JCT
99310

STOCK YD XOVER
VC BELT
(BROOKLYN)

AE-4.88=VC-4.76

LINE SEGMENT

8170

AE-3.92=D-484.9

PRIVATE

328065D

2ND ST (SR 3)

TRRA

NS RB 35

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00



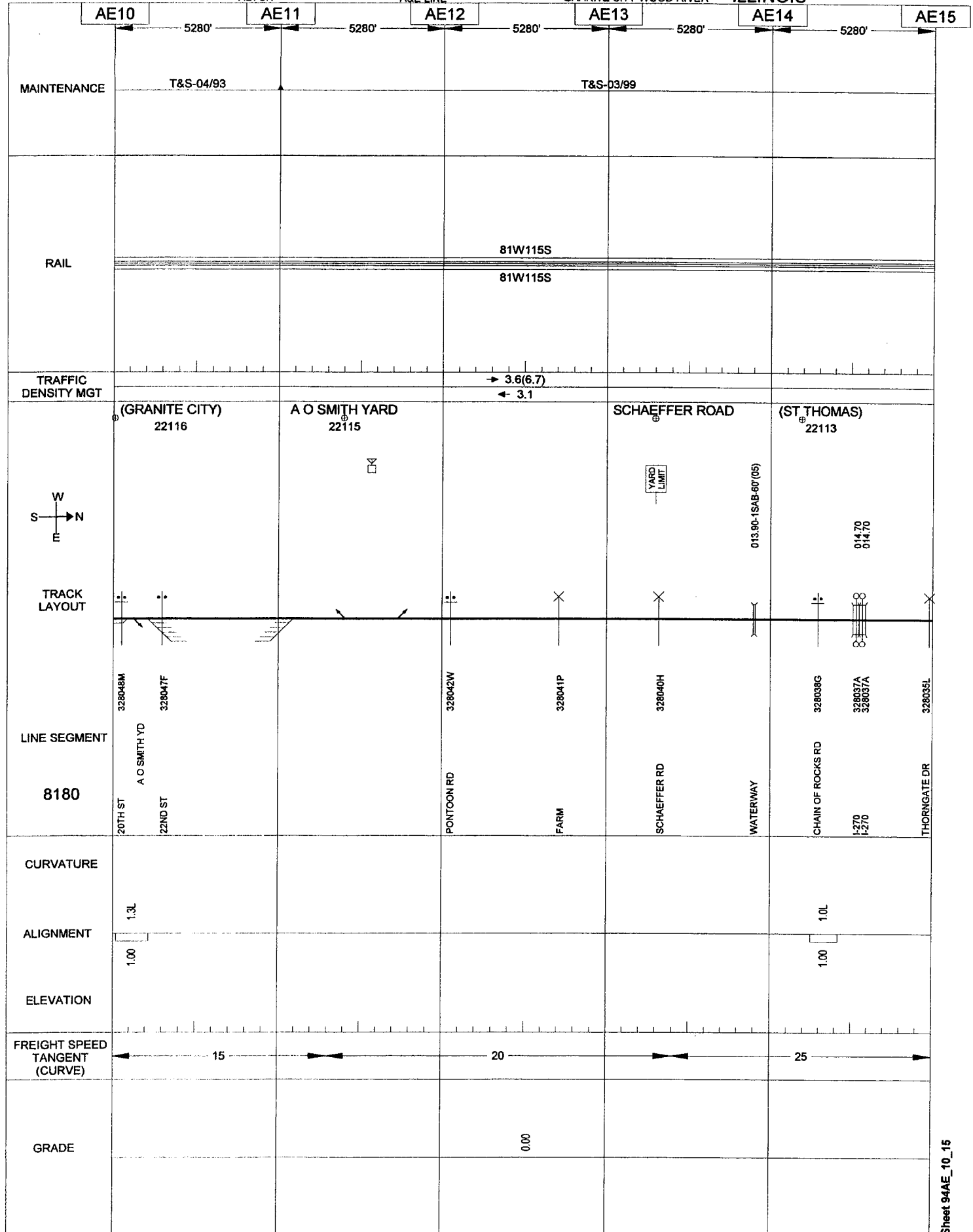
03/03/2008

ALTON

275
A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



03/03/2008

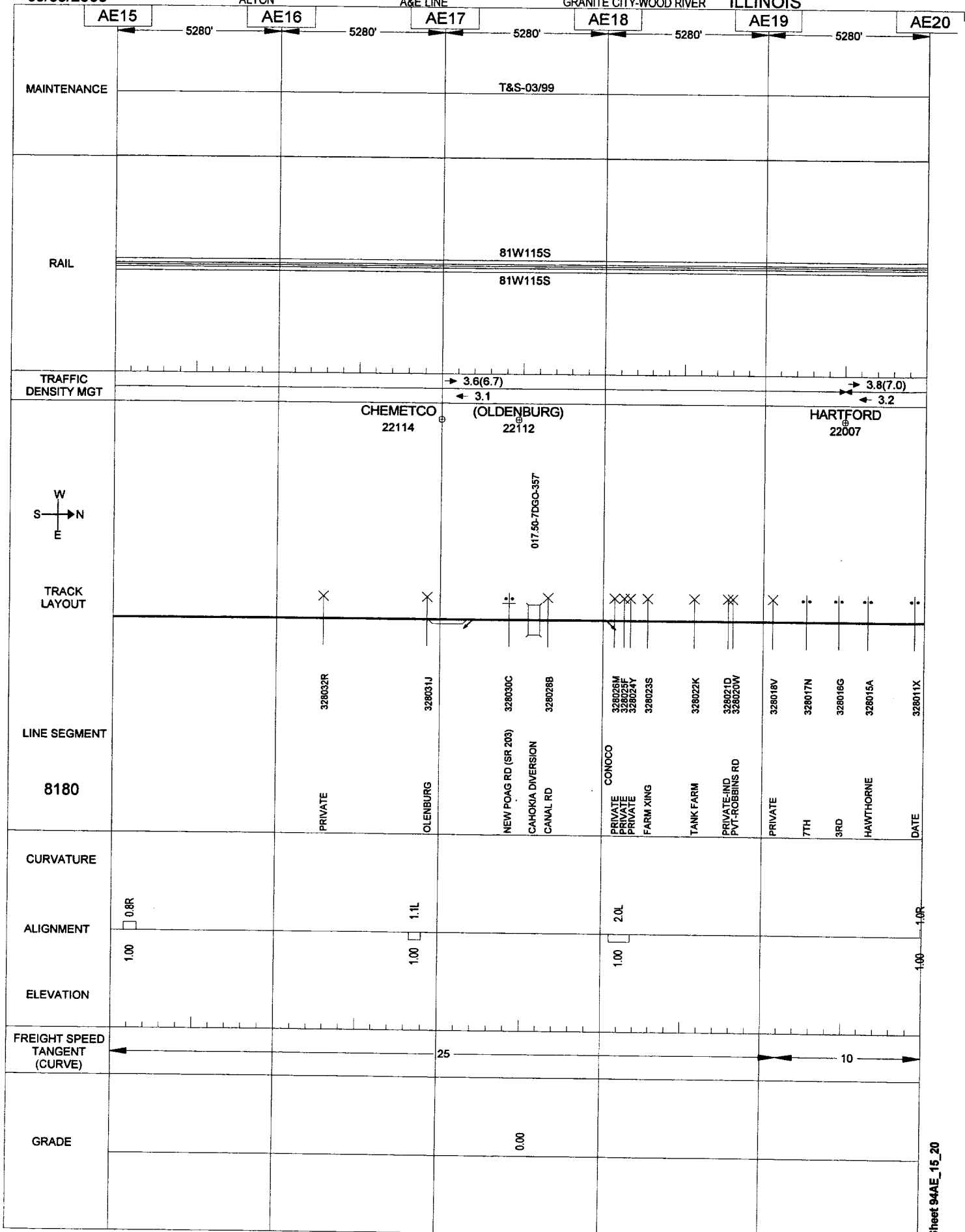
ALTON

276

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



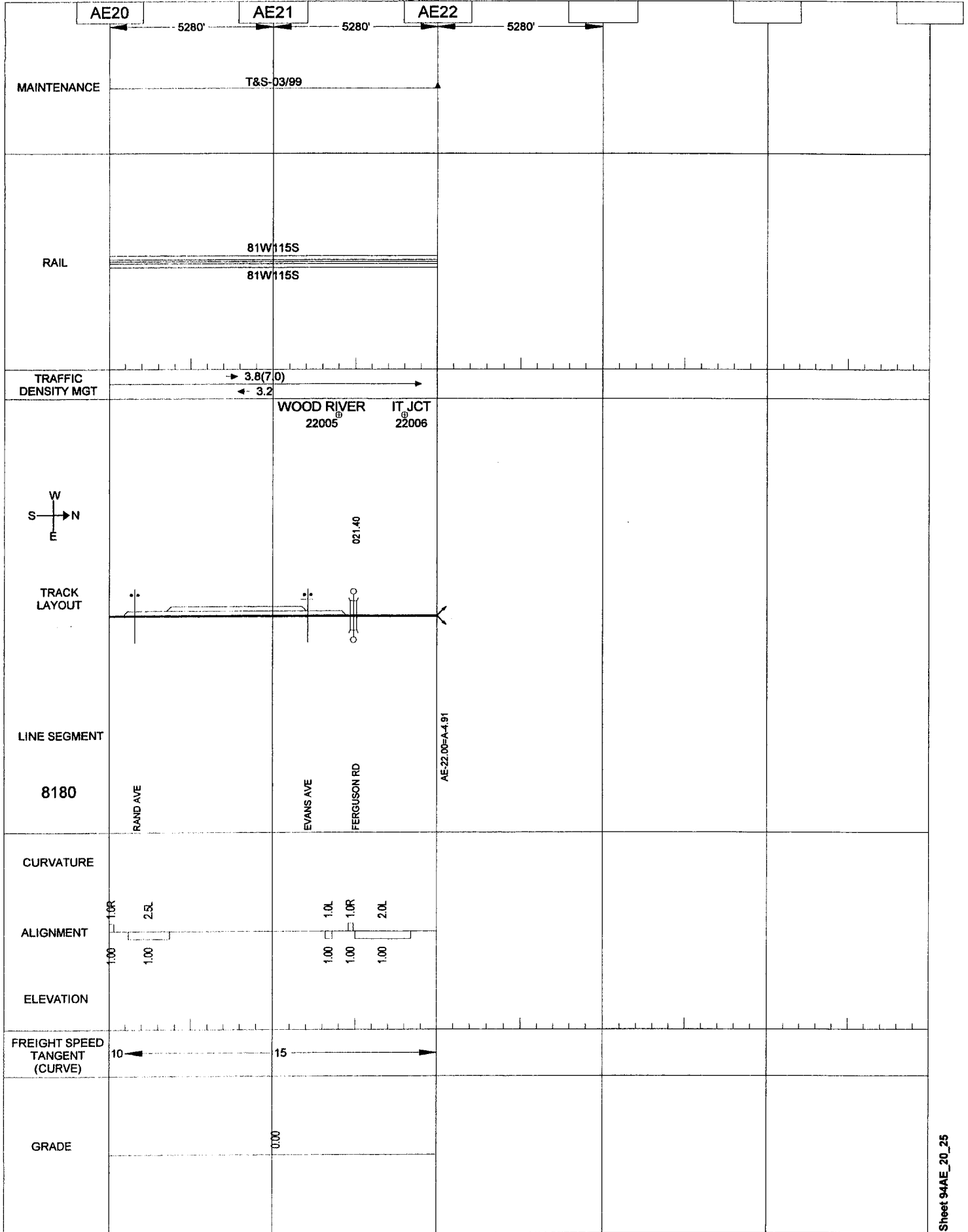
03/03/2008

ALTON

277
A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



03/03/2008

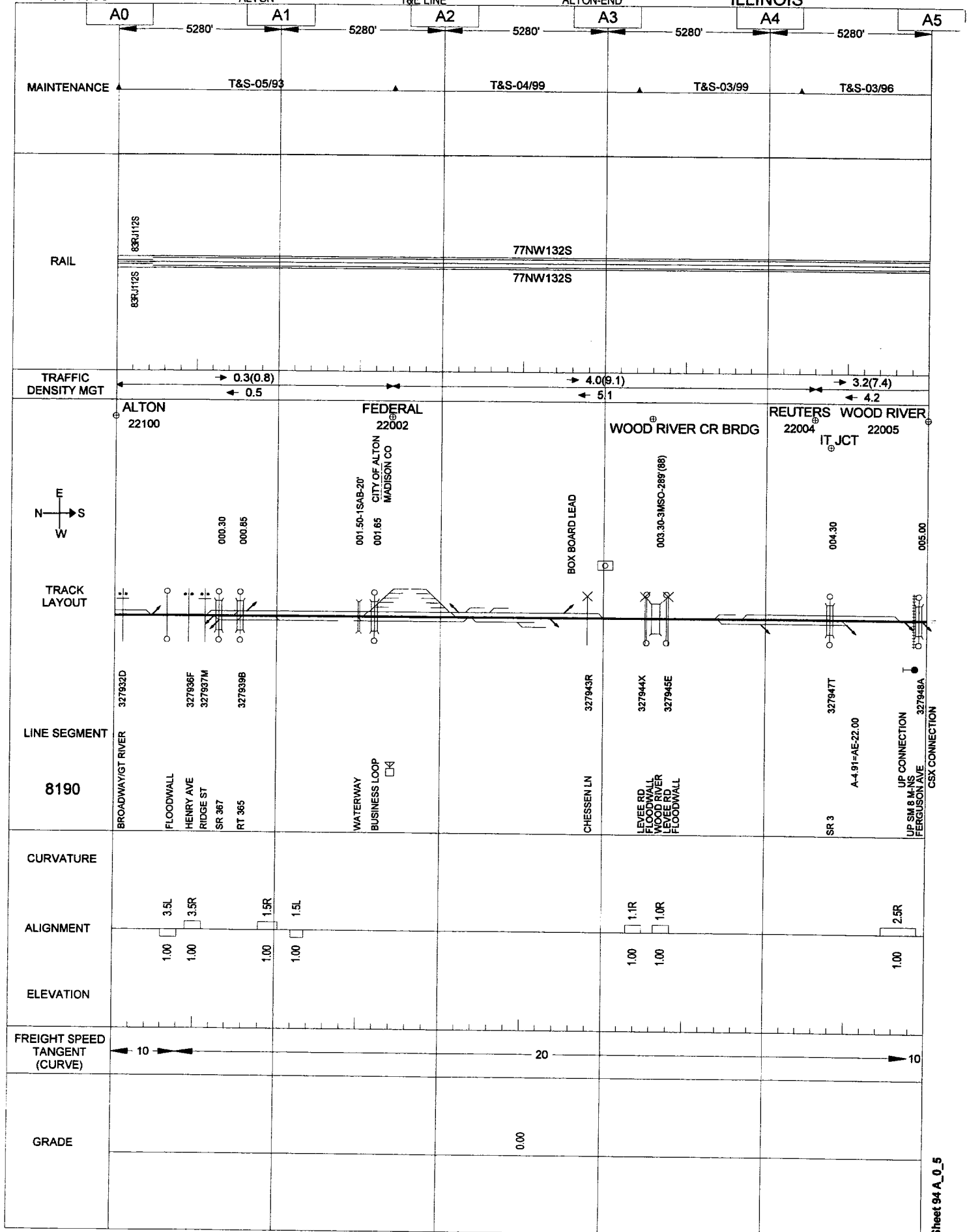
278

ALTON

T&E LINE

ALTON-END

ILLINOIS



03/03/2008

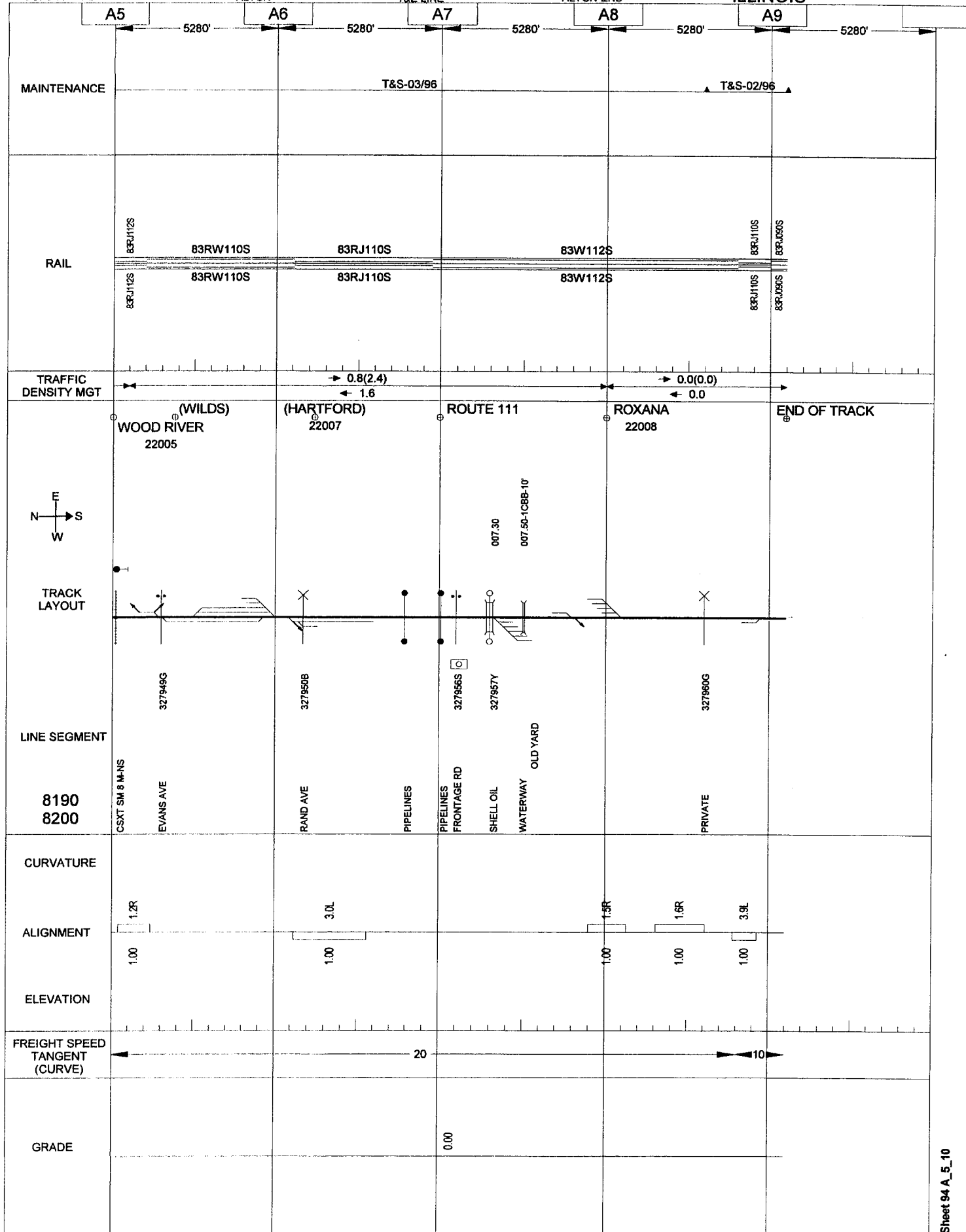
279

ALTON

T&E LINE

ALTON-END

ILLINOIS



03/03/2008

280

LAFAYETTE

LAFAYETTE UNION

EAST YARD-MAIN STREET

ILLINOIS

LU0

LU1

LU2

LU3

5280'

5280'

5280'

MAINTENANCE

T&S-05/06

RAIL

22RJ090S

22RJ090S

TRAFFIC
DENSITY MGT

LAFAYETTE



TRACK
LAYOUT

X

••

X

••

••

••

••

X

X

873112J

873113R

873115E

873116L

873118A

873120B

873121H

873122P

873123W

LINE SEGMENT

8002

BEECH DR

PRIVATE
UNION ST

CONCORD RD (US 52)

SOUTH ST

KOSSUTH ST

PRIVATE

MAIN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/03/2008

LAFAYETTE

281
COVINGTON BRANCH

ATTICA-END

ILLINOIS

CB277

CB278

5280'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

50RJ132S

50RJ090S

50RJ132S

50RJ090S

TRAFFIC
DENSITY MGT

V-3A-IN



TRACK
LAYOUT

277.69-1WTC-15 (36)

LINE SEGMENT

7960

LOGAN ST
COLUMBIA ST
VOUNT ST
MAIN ST
MILL ST
JACKSON ST
W WASHINGTON
MONROE ST
PIKE ST
NEW ST
WATERWAY
BOND ST
LUTHA ST
PINE ST
SYCAMORE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/03/2008

DECATUR TERMINAL

282

IT MAIN

DECATUR(IT)-DECATUR(NW)

ILLINOIS

IT42

IT43

IT44

IT45

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-07/06

T&S-07/07

T&S-07/06

RAIL

83RWF132S

83RWF132S

TRAFFIC
DENSITY MGT(DECATUR ITC)
22540

TRACK
LAYOUT

TO NORTH YARDS

043.10-5MSO-107

044.10-1BSB-52

LINE SEGMENT

8120

PARKS WAREHOUSE

328525D

328524W

328523P

TIMBER PARK XOV

ADM TRACK 1

ADM TRACK 3

ADM TRACK 5

ADM TRACK 7

IC M-C

BRUSH COLLEGE RD

328516E

328515X

328514R

328512C

328513J

22ND ST

TRAILER PARK

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/03/2008

DECATUR TERMINAL

IT MAIN

283

DECATUR(IT)-DECATUR(NW)

ILLINOIS

IT45

5280'

MAINTENANCE

T&S-07/06 ▲

RAIL

83RWF132S

83RWF132S

TRAFFIC
DENSITY MGT(DECATUR)
09141

TRACK
LAYOUT

[0.0]

LINE SEGMENT

8120

IT-45.45=D-372.41

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

03/03/2008

DECATUR TERMINAL

284
IT BELT

NORTH JCT-DECATUR

ILLINOIS

BL5

5280'

MAINTENANCE

T&S-01/20

RAIL

**RJ056S

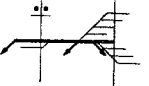
**RJ056S

TRAFFIC
DENSITY MGT

(NORTH JCT)



TRACK
LAYOUT



LINE SEGMENT

8214

WOODFORD ST
TO WABIC

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/03/2008

DECATUR TERMINAL

IT BELT

NORTH JCT-DECATUR

ILLINOIS

285

BL5

BL6

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

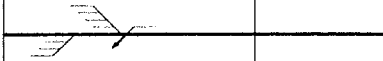
**RJ056S

**RJ056S

TRAFFIC
DENSITY MGT



TRACK
LAYOUT



LINE SEGMENT

8214

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/03/2008

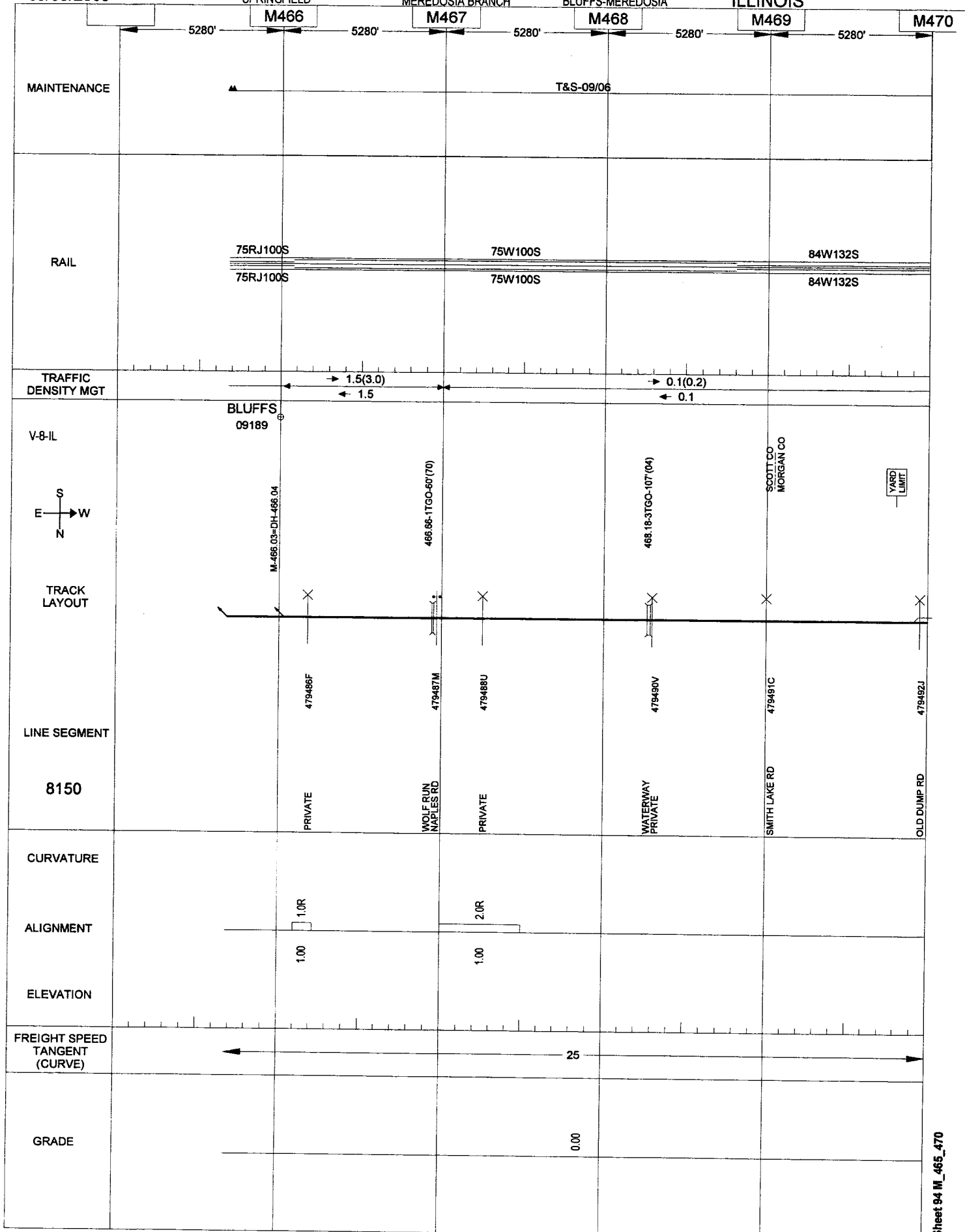
286

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS



03/03/2008

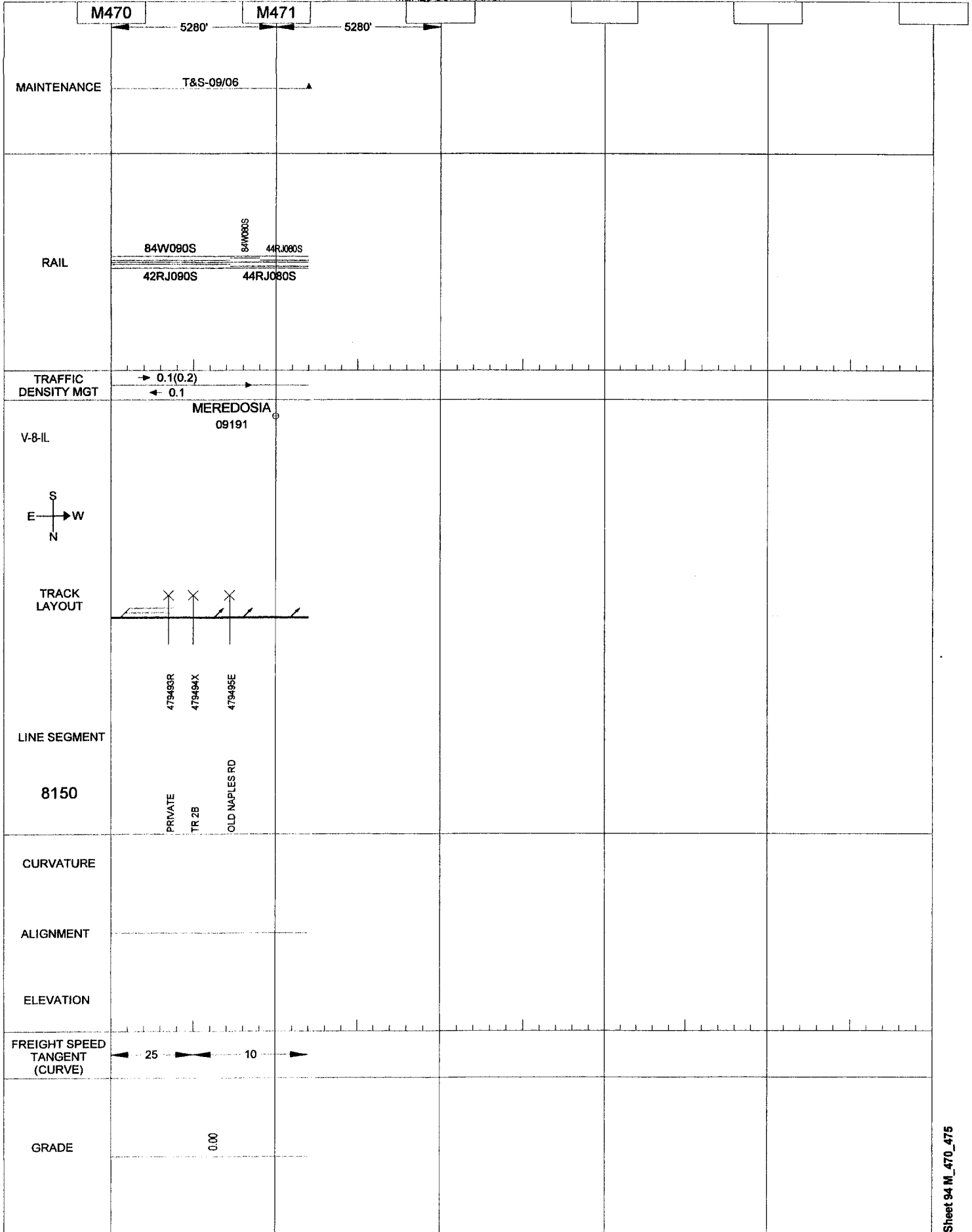
SPRINGFIELD

287

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS



03/03/2008

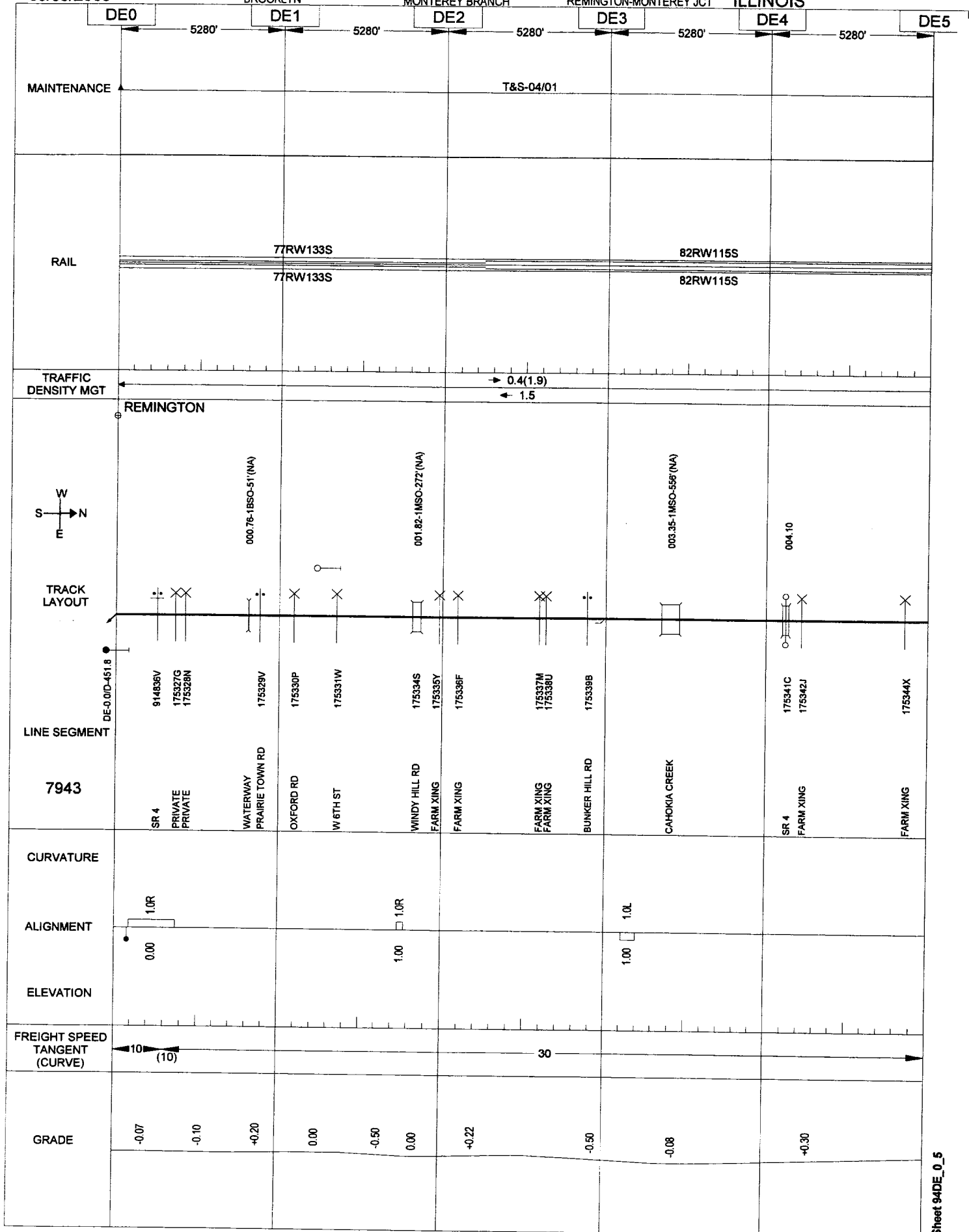
BROOKLYN

288

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



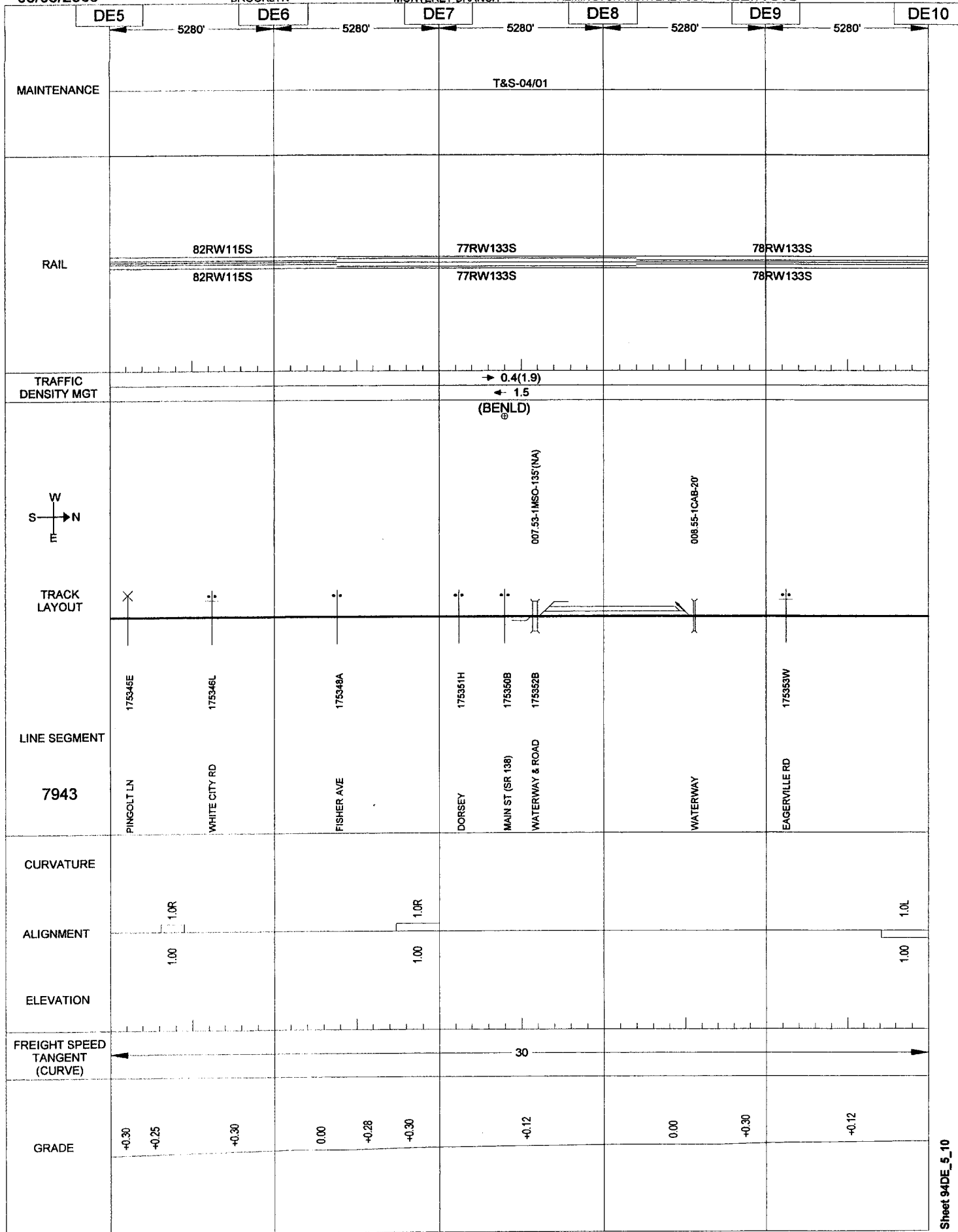
03/03/2008

BROOKLYN

289
MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



03/03/2008

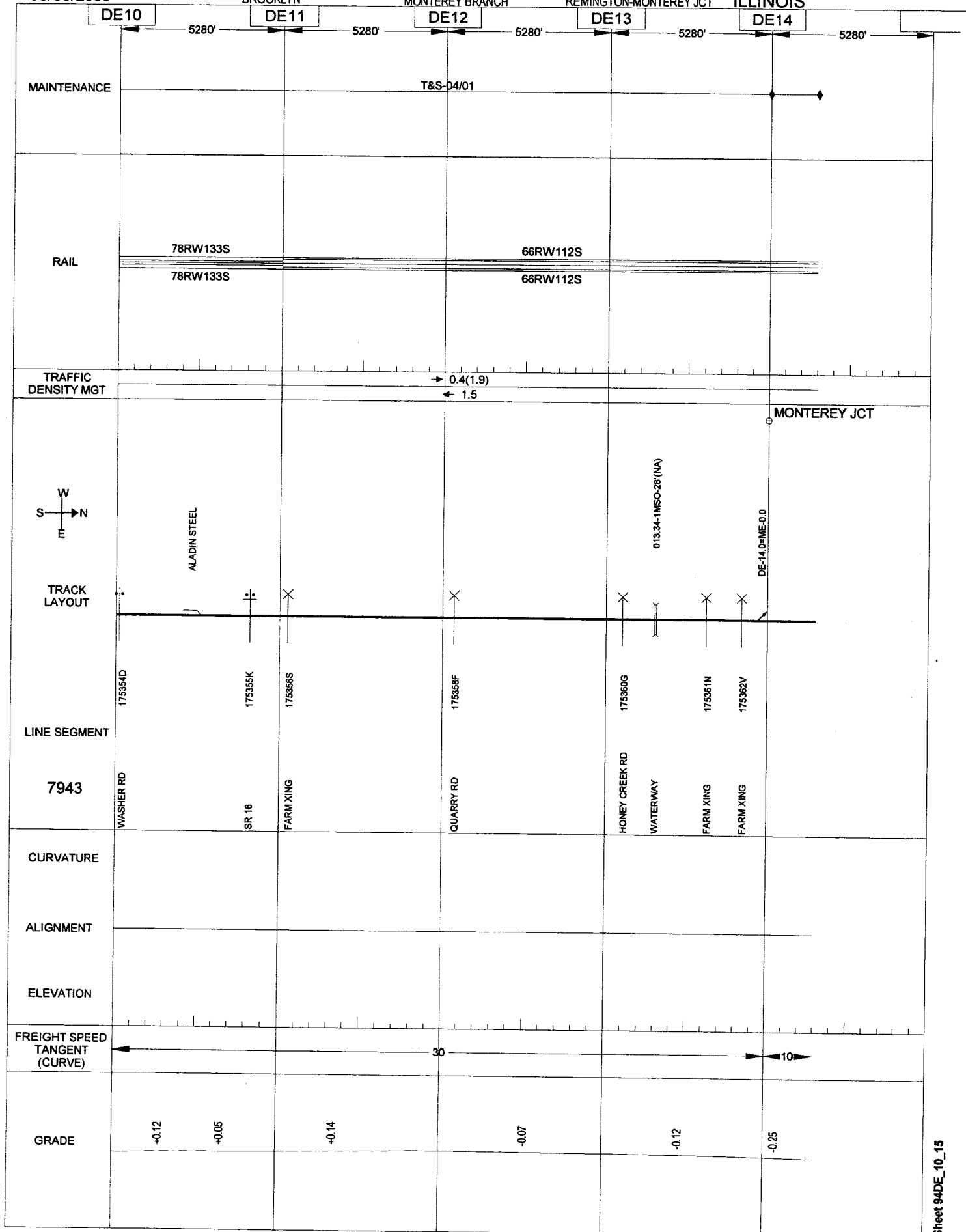
290

BROOKLYN

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



03/03/2008

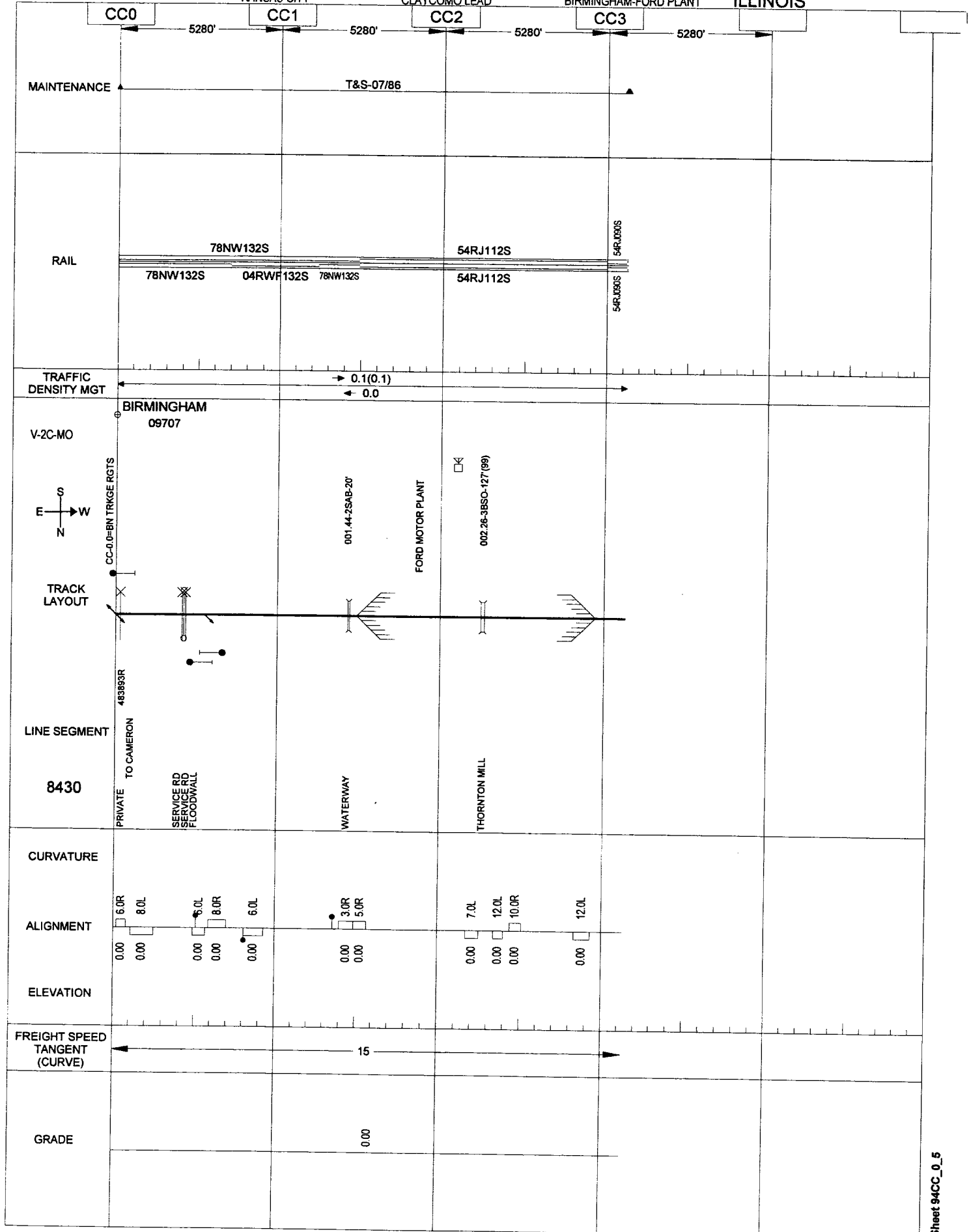
KANSAS CITY

292

CLAYCOMO LEAD

BIRMINGHAM-FORD PLANT

ILLINOIS



03/03/2008

MOULTON

293
BRANCH

MOBERLY

ILLINOIS

SD149

SD150

MAINTENANCE

5280'

5290'

T&S-10/79

T&S-05/85

RAIL

71RJ12S
71RJ12S

43RJ112S

43RJ112S

44RJ03S
44RJ03S

84W112S

84W112S

TRAFFIC
DENSITY MGT

V-5-MO

TRACK
LAYOUT

SD-148.1/S-148.34

149.61

480430H

480431P

480432W

480433D

SPARKS AVE

NORTH AVE

US 24

FOWLER LN

LINE SEGMENT

8330

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

40

GRADE

+0.28
-0.19

0.00

+0.23

0.00

-0.32

-0.35

03/03/2008

MOULTON

294

BRANCH

MOBERLY

ILLINOIS

SD150

5272'

MAINTENANCE

T&S-08/85

RAIL

84W112S

84W112S

TRAFFIC
DENSITY MGT

V-5-MO

MOBERLY
09673

S
E — W
N

150.01-3WTO-43 (86)

YARD
LIMIT

TRACK
LAYOUT

LINE SEGMENT

8330

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

-0.26
+0.07
-0.08
+0.02

03/03/2008

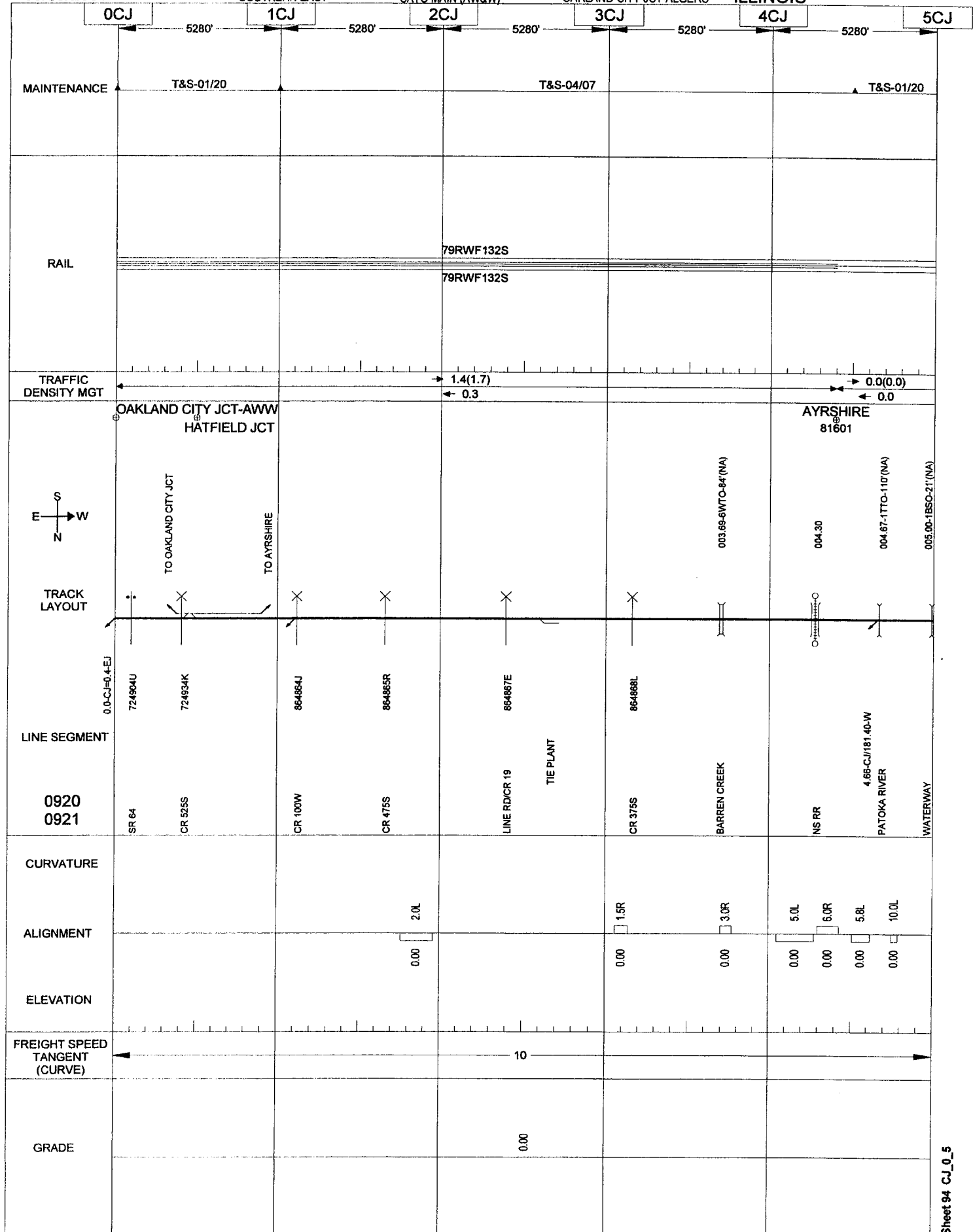
SOUTHERN EAST

295

CATO MAIN (AW&W)

OAKLAND CITY JCT-ALGERS

ILLINOIS



03/03/2008

SOUTHERN EAST

296

CATO MAIN (AW&W)

OAKLAND CITY JCT-ALGERS

ILLINOIS

5CJ

6CJ

7CJ

8CJ

9CJ

10CJ

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

LAWDLAW

WINSLOW-AWW

S
E → W
N

TRACK
LAYOUT

LINE SEGMENT

0921

864869T

SR 61

CURVATURE

ALIGNMENT

6.0R
0.00

6.0R
0.00

6.0R
0.00

0.5L
0.00

3.2L
0.00

3.0L
0.00

3.0R
0.00

1.0L
0.00

2.9R
0.00

6.0R
0.00

6.0L
0.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/03/2008

SOUTHERN EAST

297
CATO MAIN (AW&W)

OAKLAND CITY JCT-ALGERS

ILLINOIS

10CJ

11CJ

12CJ

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

ALGERS
81602

S
E → W
N

TRACK
LAYOUT

010.03

91645TH

SR 64

LINE SEGMENT

0921

LOOP TRACK RETURN

END LOOP (RETURN)

CURVATURE

ALIGNMENT

6.0L 6.0L 6.0R 8.0R 6.0L
0.00 0.00 0.00 0.00 0.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/05/2008

298

SOUTHERN EAST

ENOS MAIN (AW&W)

OAKLAND CITY JCT-ENOSVIL

ILLINOIS

0EJ

1EJ

2EJ

3EJ

4EJ

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-05/07

T&S-01/20

RAIL

76RWF132S

76RWF132S

TRAFFIC
DENSITY MGT

OAKLAND CITY JCT-AWW
OAKLAND CITY JCT-NS
178W

ENOSVILLE
81603



TRACK
LAYOUT

000.13-1SAB-10'

0.4-EJ=0.0-CJ

004.08-5WTO-42'(NA)

TO LOOP

LINE SEGMENT

0922

0.0-EJ=178.6-W

864870M

SR 64
WATERWAY

ISRR
TO ISRR

864871U

CR 775S

864872B

HONEY CREEK
SR 61
WYE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

6.5R

0.00

1.0R

0.00

2.0L

0.00

10

0.00

Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

- 1) Date shown represents when drawing was prepared.
- 2) Items correspond to:
 District, Branch, and Spur when applicable. (Original NS System)

 or
 Old Division name and From-To Station names. (Original NS System)

 or
 RDBR, Line Name, and From-To Station names. (Original CR System)
- 3) Operating Division name.
- 4) Sheet number within Operating Division.

Milepost Data Band -

- 1) Current milepost designation with prefix or suffix.
- 2) Actual distance between milepost markers in feet.

Maintenance Section -

The T&S date is displayed above each main and the surfacing date is displayed below each main. Surfacing date is suppressed when prior to T&S date. Vertical tick-marks above or below each main show break points for T&S and/or surfacing. To avoid confusion with the year 2000 (or 00) any T&S or Surfacing record with a date of 1920 or earlier is displayed as year 1920 (or 20).

Rail Section -

Data displayed above the graphic for each main represents the left rail and data displayed below the graphic for each main represents the right rail (viewed in increasing milepost direction). Representation gives year laid, rail type, rail weight, and premium (P) vs. standard (S) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1.

To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).

Two asterisks (**) in the year laid area indicate an unknown rail laid date.

Traffic Density Section -

Annual density displayed in millions of gross tons rounded to tenths. Note this results in density less than 50,000 tons being rounded to zero. Direction of traffic is shown with arrows. Density by track is also shown with track identification.

Track Layout Section -

- 1) Left hand margin gives valuation map I.D., track timetable direction (compass rose), and line segment reporting number.
- 2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations. The number shown below the station name is the station code.
- 3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.
- 4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes. For open deck bridges, tie replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of () containing track 1 data, the second set of () containing track 2 data, the third set of () etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.
- 5) Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.
- 6) The track diagram for main line, side tracks, crossovers, leads, and yard track, including types of turnouts between single main and double main territory is displayed in the center of the track layout section. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side and other tracks. Connections with other lines are typically indicated by a milepost equation (see item 8) or the identity of the connecting line (for example, "Begin Piedmont Division" or "To CSX"). Details of this display are limited to switches on main track and adjacent track. In some cases yard track symbols are used to indicate the presence of multiple tracks too complex to show in detail. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures. The common names (street, highway, river) associated with these graphic symbols are displayed at the bottom of the track layout section. Note: For railroad crossings at grade, the display convention, when available, is: Owning Road, Crossing Type, Angle, and Maintaining Road. Crossing types are:

SM	-	Solid Manganese
MI	-	Manganese Insert
RB	-	Rail Bolted
XO	-	Double Crossover
MP	-	Movable Point

- 7) The AAR number (DOT number) for each road crossing is displayed in the band which runs just below the track layout display and just above the common name display at the bottom of the track section. This DOT number consists of seven characters (six numbers and a letter) and lines up with the graphic symbol on the track line and its common name at the bottom.
- 8) Other information which may be displayed in the track layout section includes:
 - Industry names associated with various switches and sidings.
 - Milepost equations show where two (or more) different lines connect with each other. The format for this display is milepost Junction Point (on the line being displayed) = milepost Junction Point (on the line which is connecting at this point).
Note: An = symbol means the lines connect directly and a / symbol means the lines connect indirectly through a yard or side track.

Alignment Section -

- 1) Graphic representation is given for curve direction, length, and superelevation for each main.
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication. Superelevation is specified in inches.
- 3) Location of wheel flange and top of rail lubricators is given along mains.

Freight Speed Section -

Curve and tangent speed limits are taken from the timetables. The curve speed limit (shown within parentheses) is shown under the specific curve to which it applies.

Grade Section -

Grade shown is based on ascending milepost direction.

Ruling grades are based upon determination made by Operations Research and are stated in the uphill direction, e.g. "Bluefield to Roanoke", regardless of whether the uphill direction is ascending milepost or descending milepost.

TABLE 1
RAIL TYPE CODES

N	New jointed rail
R	Relay jointed rail
W	Welded rail
J	Jointed rail
F	Field welded rail
P	Premium Rail (head hardened)
S	Standard Rail (non hardened)

TABLE 2
BRIDGE TYPE CODES

Type of Bridge Structure

BS = Beam Span
BA = Brick Arch
CA = Concrete Arch
CB = Concrete Box
CS = Concrete Span
DG = Deck Plate Girder
DT = Deck Truss
MA = Masonry Arch
MS = Mixed Span
SA = Structural Plate Arch
TG = Through Plate Girder
TT = Through Truss
WT = Timber (Wood) Trestle

Deck Construction

O = Open Deck
B = Ballast Deck
C = Combination

TABLE 3
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
295	003.69-CJ	003.69	01	NA
295	004.67-CJ	004.67	01	NA
295	004.98-CJ	005.00	01	NA
250	015.70-EB	015.70	01	1992
251	020.70-EB	020.70	01	1985
251	023.02-EB	022.90	01	1989
251	023.91-EB	023.90	01	1993
252	025.00-EB	025.00	01	2007
252	026.90-EB	026.90	01	NA
252	028.50-EB	028.50	01	1993
252	029.80-EB	029.80	01	1993
252	029.90-EB	029.90	01	1993
255	040.95-EB	041.00	01	1997
255	041.30-EB	041.30	01	NA
255	042.50-EB	042.50	01	1997
255	044.94-EB	045.00	01	1997
256	046.40-EB	046.40	01	1997
298	004.08-EJ	004.08	01	NA
263	005.37-RB	005.40	01	1981
263	006.42-RB	006.40	01	1997
263	007.70-RB	007.70	01	1997
264	010.70-RB	010.70	01	1997
264	014.25-RB	014.20	01	1997
192	008.57-W	008.40	01	2002
195	023.98-W	024.00	01	2001
196	026.07-W	026.00	01	1999
197	031.65-W	031.70	01	1998
198	037.10-W	037.10	01	1987
198	037.26-W	037.20	01	1998
199	043.52-W	043.60	01	1988
200	049.40-W	049.40	01	1989
200	049.94-W	049.90	01	1989
201	050.86-W	050.90	01	2001
201	054.12-W	054.10	01	1987
203	061.36-W	061.40	01	1986
203	061.94-W	062.00	01	1988
207	083.76-W	083.70	01	1997
208	088.14-W	088.00	01	1996
208	088.29-W	088.20	01	2001
209	090.03-W	090.00	01	1990
210	096.88-W	096.90	01	2001
212	105.43-W	105.60	01	1998
212	109.12-W	109.10	01	1988
213	110.17-W	110.20	01	2001
213	110.77-W	110.70	01	2001
213	113.64-W	113.60	01	1989
213	114.32-W	114.30	01	1979
214	116.05-W	116.00	01	1988
214	118.09-W	118.10	01	1999
214	119.23-W	119.20	01	1984
214	119.90-W	119.90	01	1985
215	123.12-W	123.10	01	2000
215	123.30-W	123.30	01	2000
215	124.76-W	124.80	01	2004
216	125.10-W	125.20	01	1989
221	151.04-W	151.40	01	2003

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
224	169.93-W	169.90	01	2004
225	171.76-W	171.70	01	1988
225	172.96-W	173.00	01	2007
226	176.74-W	176.80	01	1996
227	180.30-W	180.30	01	1998
227	180.88-W	180.90	01	2000
227	182.74-W	182.60	01	1999
227	184.83-W	184.80	01	1986
228	188.58-W	188.60	01	1997
228	189.07-W	189.10	01	1991
229	190.91-W	191.00	01	2000
229	194.63-W	194.60	01	2003
230	196.90-W	196.90	01	1988
231	201.24-W	201.30	01	1993
232	205.42-W	205.40	01	1990
234	215.84-W	215.80	01	1970
236	227.60-W	227.60	01	2001
237	230.63-W	230.60	01	2004
238	235.50-W	235.50	01	2004
239	240.15-W	240.20	01	2000
239	242.60-W	242.60	01	1987
239	244.22-W	244.20	01	2000
241	250.94-W	251.00	01	1990
241	252.20-W	252.20	01	2005
242	258.58-W	258.60	01	2006
244	265.25-W	265.20	01	2004
244	265.44-W	265.40	01	2003
244	265.79-W	265.80	01	2003
244	267.20-W	267.20	01	2003
278	A-003.30	003.30	01	1988
172	C-115.92	115.92	01	1999
172	C-118.08	118.08	01	2007
173	C-121.11	121.11	01	1999
173	C-124.44	124.44	01	1995
176	C-138.39	138.41	01	2006
177	C-141.24	141.24	01	2002
177	C-141.97	141.98	01	2002
177	C-143.76	143.76	01	1999
177	C-144.40	144.41	01	2002
178	C-145.58	145.60	01	1996
178	C-145.87	145.87	01	1989
4	D-218.79	218.79	01	2006
4	D-218.96	218.92	01	1989
4	D-219.65	219.65	01	1992
13	D-262.32	262.32	01	1997
14	D-267.24	267.24	01	1997
16	D-277.06	277.23	01	1989
16	D-279.95	279.95	01	2000
21	D-302.10	302.22	01	1990
21	D-302.10	302.22	02	1991
25	D-320.42	320.42	01	1998
28	D-335.01	335.01	01	2001
29	D-343.52	343.52	01	1997
30	D-346.41	346.41	01	1993
30	D-348.40	348.40	01	1997
36	D-376.74	376.74	BOTH	1987
40	D-395.20	395.20	01	1988
40	D-395.82	395.80	01	1988
46	D-429.27	429.27	01	1990
54	D-465.41	465.45	01	2006
54	D-466.83	466.83	01	1988

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
87	H-001.82	001.82	01	1990
87	H-003.58	003.60	01	1997
89	H-010.14	010.16	01	1999
91	H-022.66	022.62	01	1997
92	H-026.08	026.08	01	1999
93	H-032.11	032.13	01	1998
93	H-032.70	032.72	01	1998
94	H-035.23	035.23	01	1992
94	H-036.86	036.90	01	1992
95	H-043.76	043.76	01	1993
99	H-060.92	060.92	01	2001
99	H-061.43	061.43	01	1991
100	H-065.04	065.06	01	2002
286	M-466.94	466.66	01	1970
286	M-468.27	468.18	01	2004
102	S-007.67	007.67	BOTH	1994
103	S-011.61	011.61	01	1986
105	S-021.36	022.05	01	1998
			01	1997
			01	1996
			01	1995
105	S-024.58	024.20	01	2005
106	S-027.96	027.98	01	2004
107	S-032.25	032.27	01	1993
113	S-062.14	062.14	01	1994
120	S-099.66	099.66	01	1998
122	S-109.15	109.15	01	2001
125	S-122.30	122.32	01	1997
133	S-164.28	164.28	01	1997
134	S-166.89	166.89	01	1989
135	S-174.83	174.83	01	2000
138	S-189.19	189.19	01	1995
139	S-190.59	190.63	01	1991
139	S-192.66	192.66	01	1994
140	S-198.16	198.16	01	2006
140	S-198.92	198.90	01	2006
140	S-199.03	199.03	01	2002
140	S-199.31	199.31	01	1989
141	S-200.39	200.39	01	2000
142	S-206.64	206.64	01	1994
142	S-207.86	207.83	01	1998
142	S-208.88	208.88	01	1988
143	S-210.19	210.18	01	1989
143	S-212.37	212.37	01	2007
145	S-223.33	223.33	01	2000
147	S-231.01	231.02	01	2001
147	S-234.27	234.27	01	2007
148	S-235.61	235.61	01	1994
148	S-238.64	238.64	01	2001
149	S-244.80	244.78	01	1993
150	S-248.73	248.73	01	2000
152	S-257.63	257.63	01	1984
152	S-258.51	258.47	01	2005
152	S-259.57	259.57	01	2005
154	S-269.64	269.62	01	1987
155	S-270.14	270.14	01	2002
275	AE-013.90	013.90	01	2005
281	CB-277.69	277.69	01	1936
292	CC-002.25	002.26	01	1999
288	DE-000.81	000.76	01	NA
288	DE-001.82	001.82	01	NA

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
288	DE-003.35	003.35	01	NA
289	DE-007.57	007.53	01	NA
290	DE-013.30	013.34	01	NA
58	DH-376.74	376.74	01	1997
62	DH-396.66	396.66	01	2005
68	DH-428.99	428.99	01	1997
69	DH-434.80	434.79	01	2005
72	DH-446.68	446.66	01	1998
75	DH-461.83	461.83	01	1983
75	DH-462.06	462.06	01	1976
75	DH-463.62	463.62	01	1988
75	DH-464.79	464.79	01	1988
76	DH-465.32	465.32	01	2006
76	DH-467.40	467.37	01	2001
77	DH-473.64	473.80	01	1985
			01	1984
			01	1983
77	DH-474.94	474.94	01	1999
78	DH-475.39	475.37	01	2006
78	DH-475.49	475.49	01	1991
78	DH-475.57	475.57	01	2000
78	DH-476.67	476.67	01	2001
79	DH-483.51	483.51	01	1995
79	DH-484.15	484.15	01	1995
82	DH-498.04	498.04	01	1999
83	DH-500.30	500.30	01	1997
83	DH-502.19	502.19	01	1981
83	DH-502.40	502.41	01	1997
84	DH-508.28	508.28	01	2004
85	DH-510.12	510.12	01	2001
85	DH-514.26	514.47	01	1999
			01	1993
291	ME-002.04	002.00	01	NA
294	SD-150.01	150.01	01	1986
187	SP-240.16	240.16	01	1985
187	SP-241.08	241.08	01	1989
190	SP-258.94	258.96	01	1974
156	SP-340.43	340.43	01	2002
156	SP-343.88	343.90	01	1980
156	SP-344.56	344.56	01	1985
157	SP-345.21	345.22	01	1973
157	SP-346.44	346.45	01	1986
157	SP-349.58	349.58	01	1980
162	SP-371.80	371.85	01	1996
162	SP-372.30	372.32	01	2002
163	SP-376.38	376.30	01	1990
164	SP-380.38	380.38	01	1986
164	SP-384.37	384.37	01	1988
165	SP-385.53	385.53	01	1990
166	SP-392.21	392.17	01	1994
167	SP-398.48	398.48	01	1986
167	SP-398.72	398.72	01	1981
168	SP-404.33	404.36	01	1981
169	SP-406.79	406.78	01	1985
169	SP-407.35	407.34	01	1993
169	SP-407.63	407.62	01	1994
170	SP-410.65	410.61	01	1982
270	TS-403.43	403.43	01	1994
270	TS-404.34	404.34	01	1994
182	UM-038.12	038.18	01	NA
183	UM-041.49	041.49	01	2006
245	VC-004.26	004.23	01	1986